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4. Shipping Report of the Department of Customs and Excise, containing the Statements of Navigation and shipping of the Dominion of Canada for the fiscal year ended March 31, 1922. Presented February 6, 1923.
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5. Thirtieth Annual Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1922. Presented February 1, 1923.
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8. Annual Report of the Weights and Measures, Electricity and Gas Inspection Services of the Department of Trade and Commerce for the fiscal year ending March 31, 1922. Presented February 1, 1923....*Printed for distribution and sessional papers.*

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10. Annual Report of the Dominion Statistician, for the fiscal year ended March 31, 1922. Presented March 27, 1923.....*Printed for distribution and sessional papers.*

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17. Report of the Department of Militia and Defence, for the fiscal year ending March 31, 1922. Presented February 1, 1923..*Printed for distribution and sessional papers.*

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18. Report of the work of the Department of Soldiers' Civil Re-establishment, for the year ending December 31, 1922. Presented February 12, 1923.
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22. Report of the Secretary of State of Canada, for the year ended March 31, 1922. Presented February 2, 1923.....*Printed for distribution and sessional papers.*

24. Fourteenth Annual Report of the Civil Service Commission of Canada for the year ended December 31, 1922. Presented June 14, 1923.
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25. Report of the Secretary of State for External Affairs for the year ended March 31, 1922. Presented February 1, 1923.....*Printed for distribution and sessional papers.*

26. Report of the Department of Labour for the fiscal year ended March 31, 1922. Presented February 1, 1923.....*Printed for distribution and sessional papers.*

27. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1922. Presented February 1, 1923.
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28. Fifty-fifth Annual Report of the Department of Marine and Fisheries, for the year 1921-22—Marine. Presented February 2, 1923.
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30. Report of the Public Archives for the year 1921. Presented February 6, 1923.
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31. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1922. Presented February 1, 1923.
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33. Eighteenth Annual Report of the Board of Railway Commissioners for Canada, for the year ended December 31, 1922. Presented (manuscript) April 9, 1923.
Printed for distribution and sessional papers.

34. Report of the Chief Electoral Officer for 1922. Presented January 31, 1923.
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34*a*. Report on By-Elections for the House of Commons of Canada, held during the year 1922. Presented February 8, 1923.....*Printed for distribution and sessional papers.*

35. Joint Report of the Canadian Delegates, Sir Charles Gordon, G.B.E., and Professor Edouard Montpetit, K.C., LL.D., M.R.S.C., of the Genoa Conference for the economic and financial reconstruction of Europe, held from April 10 to May 19, 1922. Presented February 1, 1923.
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36. Report of the Canadian Delegates, Hon. W. S. Fielding, Hon. Ernest Lapointe and Hon. Peter C. Larkin, to the Third Assembly of the League of Nations, September 3 to 30, 1922. Presented February 1, 1923.
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37. *Appendix to* the Report of the Joint Librarians of Parliament for 1922. Presented January 31, 1923.....*Not printed.*

38. Statement of Governor General's Warrants issued since last session of Parliament on account of 1922-23. Statement of the Auditor General respecting over-rulings by the Treasury Board on decisions of the Auditor General. Presented February 1, 1923.....*Not printed.*

39. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1922, to the 31st January, 1923, in accordance with the Appropriation Act, 1922-23. Presented February 1, 1923.....*Not printed.*

40. Statement of Temporary Loans under Chapter 24, Section 13, R.S. (Consolidated Revenue and Audit Act). Presented February 1, 1923.....*Not printed.*

41. Statement of endorsements made or liabilities incurred under the provisions of Chapter 70, 10-11 Geo. V, An Act respecting the Shipbuilding Industry. Presented February 1, 1923.....Not printed.

42. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended December 31, 1922, under Chap. 17, R.S.C., 1906, showing name, rank, salary, age, service allowance and cause of retirement of each person superannuated or retired, also whether the vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented February 1, 1923.
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43. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1922. Presented February 1, 1923.....*Not printed.*

44. Statement of Returned Soldiers' Insurance, for the year ended 31st March, 1922. Presented February 1, 1923.....*Not printed.*

45. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1921—Volume I, Insurance Companies other than Life; Volume II, Life Insurance Companies. Presented February 1, 1923.
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46. Abstract of Statements of Loan and Trust Companies in Canada, for the year ended December 31, 1921. Presented February 1, 1923.....*Presented in printed form.*

47. Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1922. Presented February 1, 1923.....*Not printed.*

48. Statement of Receipts and Expenditures of the National Battlefields Commission for the year ended March 31, 1922. Presented February 1, 1923.....*Not printed.*

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50*a*. Lists of Unclaimed Balances, etc., in Canadian Chartered Banks, in accordance with Section 114, Chap. 9, Acts of 1913 (The Bank Act). Presented February 1, 1923. *Not printed.*

50*b*. Lists of Shareholders in Quebec Saving Banks; Lists of Unclaimed Balances, etc., in Quebec Savings Banks—made in accordance with Sections 58 and 59 of Chap. 42, Acts of 1913 (Quebec Savings Bank Act). Presented February 1, 1923. *Not printed.*

51. Copies of Orders in Council in respect to the Department of National Defence under the provisions of Section 47, Chapter 43, 9-10 Edward VII, as follows: P.C. 1964, dated September 21, 1922, *re* Regulations for payment of transportation to dependents of Naval Officers and Men transferred from one Naval Station to another in Canada. P.C. 2224, dated October 27, 1922, *re* amending Pay and Allowances Regulations (Clerk to Senior Naval Officer). P.C. 2346, dated November 11, 1922, *re* entry of Instructors, Royal Canadian Naval Volunteer Reserve. P.C. 79, dated January 15, 1923, *re* authorizing formation of Canadian Naval Reserve. P.C. 80, dated January 15, 1923, *re* authorizing Regulations for the organization and maintenance of The Canadian Naval Reserve. Presented February 1, 1923. *Not printed.*

51*a*. P.C. 139, of January 31, 1923, authorizing formation of the Canadian Naval Volunteer Reserve. P.C. 140, of January 31, 1923, authorizing Regulations for the Canadian Naval Volunteer Reserve. Presented February 13, 1923.....*Not printed.*

51*b*. P.C. 202, dated February 7, 1923, authorizing Pay and Allowances of Petty Officer Instructors in Canadian Naval Volunteer Reserve. Presented February 16, 1923 *Not printed.*

51*c*. P.C. 64, dated February 15, 1923, authorizing an allowance to cover moving expenses for Royal Canadian Naval ratings. Presented March 6, 1923.....*Not printed.*

51*d*. P.C. 391, of March 5, 1923, amending Rates of Pay and Allowances for the Royal Canadian Navy. Presented March 16, 1923.....*Not printed.*

51*e*. P.C. 781, dated May 2, 1923, amending Regulations for the Royal Canadian Naval Volunteer Reserve in respect to the age limit of enrolment of graduates from the Royal Naval College of Canada. Presented May 8, 1923.....*Not printed.*

51*f*. P.C. 716, dated April 25, 1923, regarding Pay of Royal Canadian Naval Officers serving in the Royal Navy. Presented May 18, 1923.....*Not printed.*

51*g*. P.C. 1006, dated May 31, 1923—Amendments to Naval Service Pay and Allowance Regulations—Pay of Headquarters Supervising Officer. Presented June 20, 1923. *Not printed.*

52. Copies of General Orders promulgated to the Militia for the period between February 2, 1922, and February 1, 1923. Presented February 1, 1923. *Presented in printed form.*

53. Appointments, Promotions and Retirements, Canadian Militia and Canadian Expeditionary Force, from February 2, 1922, to February 1, 1923. Presented February 1, 1923..... ....*Presented in printed form.*

54. Copies of Militia Orders promulgated between February 2, 1922, and February 1, 1923. Presented February 1, 1923.....*Presented in printed form.*

55. Copy of Order in Council, P.C. 115, dated January 20, 1923, entrusting to the Canadian National Railway Company the management and operation of the Canadian Government railways. Presented February 1, 1923.....*Not printed.*

55*a*. P.C. 2094, dated October 4, 1922, nominating Directors of the Canadian National Railway Company. Presented February 2, 1923.....*Not printed.*

Contents of Volume 6—*Continued*

55*b*. Return to an Address to His Excellency the Governor General of the 5th March, 1923, for a copy of all Orders in Council passed since the first day of January, 1922, in any way relating to the Canadian National Railways or any railway now forming part of the National System. Presented April 26, 1923. Sir Henry Drayton..... ....*Not printed.*

56. Return showing the number of permits granted to take intoxicants into the North West Territories, for the year ended December 31, 1922, in accordance with the provisions of the Revised Statutes, Chapter 62, Section 88. Presented February 1, 1923..... ....*Not printed.*

57. Ordinances passed during the period February 28, 1922, to January 18, 1923, in accordance with provisions of Section 11, Chapter 62, Revised Statutes of Canada, 1906, Northwest Territories Act. Presented February 1, 1923..... *Not printed.*

58. Statement showing the number of Enfranchisements under the Indian Act, from April 1, 1922, to January 31, 1923. Presented February 1, 1923.....*Not printed.*

59. Return of Orders in Council which have been published in the *Canada Gazette,* between February 2, 1922, and December 30, 1922, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII. Presented February 1, 1923.....*Not printed.*

60. Return of Orders in Council which have been published in the *Canada Gazette* between February 2, 1922, and December 30, 1922, in accordance with the provisions of Section 19, Chapter 10, 1-2 George V,—"The Forest Reserves and Parks Act." Presented February 1, 1923.....*Not printed.*

61. Copies of Orders in Council passed between February 2, 1922, and December 30, 1922, approving of regulations and forms prescribed in accordance with the provisions of Section 4, Chapter 18, 1917, "Migratory Birds Convention Act." Presented February 1, 1923..... .....*Not printed.*

62. Return of Orders in Council which have been published in the *Canada Gazette,* between February 2, 1922, and December 30, 1922, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. Presented February 1, 1922.....*Not printed.*

63. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette,* between February 2, 1922, and December 30, 1922, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented February 1, 1923..... .....*Not printed.*

64. Copy of Rules and Regulations of the Board of Grain Commissioners in respect to Country Elevators. Presented February 1, 1923.....*Not printed.*

65. Report of the Director of Dominion Experimental Farms for the fiscal year ended March 31, 1922. Presented February 1, 1923.... *Presented in printed form.*

66. Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9. Chapter 31 of 9-10 Edward VII. Presented February 1, 1923.....*Not printed.*

67. Return of leases of wharves, piers and breakwaters. Presented February 2, 1923. *Not printed.*

68. Return of tolls and dues of Government harbours, etc., for the year 1921. Presented February 2, 1923.....*Not printed.*

69. Report of the Canadian Battlefields Memorials Commission from April 1, 1922, to date. Presented February 2, 1923.....*Not printed.*

70. Copy of P.C. 2095, dated October 4, 1922, accepting resignations of the Directors of the Grand Trunk Railway Company of Canada, and appointing others in their stead. Presented February 2, 1923.....*Not printed.*

Contents of Volume 6—*Continued*

70*a*. Copy of P.C. 114, dated January 19, 1923, declaring that the whole of the preference and common stock of the Grand Trunk Railway of Canada is the property of the Government of Canada, in accordance with the Judgment of the Judicial Committee of the Privy Council; and directing that proper entries thereof in the stock registers and other books of the Company in that behalf shall forthwith be made. Presented February 2, 1923.....*Not printed.*

70*b*. Copy of P.C. 181, dated January 30, 1923, amalgamating the Grand Trunk Railway Company of Canada with the Canadian National Railway Company. Presented February 2, 1923.....*Not printed.*

71. Ordinances of the Yukon Territory passed by the Yukon Council, Second Session, 1921, and in the year 1922. Presented February 5, 1923.
Presented in printed form.

72. Convention of Commerce between France and Canada entered into at Paris on the 15th day of December, in the year 1922, between His Majesty The King and the President of the French Republic. Presented February 5, 1923.
Presented in printed form.

72*a*. Copy of Convention of Commerce between Canada and France, 1922.—Particulars relating to Customs Tariff Rates in France. Presented March 19, 1923.
Presented in printed form.

73. Amendments to Regulations made under the authority of the Soldier Settlement Act, 1919, pursuant to subsection 2, of section 63. Presented February 5, 1923.
Not printed.

74. Copy of Order in Council, P.C. No. 2413, dated November 20, 1922, in respect to Regulations made under the Proprietary or Patent Medicine Act, as amended by Chap. 66, 9-10 Geo. V. Presented February 5, 1923.....*Not printed.*

75. Report of the proceedings of the Commissioners of Internal Economy of the House of Commons for 1922. Presented February 5, 1923.....*Not printed.*

76. Copies of Orders in Council Nos. P.C. 1459 and P.C. 2416, of 1922, approving tariffs of fees of elections officers under section 76 of the Dominion Elections Act. Presented February 6, 1923.....*Not printed.*

77. Report of the administrative chairman of the Honorary Advisory Council for Scientific and Industrial Research of Canada, for the year ending March 31, 1922. Presented February 6, 1923.....*Not printed.*

77*a*. Financial Statement of the Honorary Advisory Council for Scientific and Industrial Research of Canada, for the year ended March 31, 1922. Presented February 6, 1923.....*Not printed.*

78. Copy of a Convention respecting the Commercial Relations between Italy and Canada entered into at London the 4th day of January, 1923, between His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, etc., and His Majesty the King of Italy. Presented February 6, 1923.....*Presented in printed form.*

79. Amendments to Radiotelegraph Regulations Nos. 1 and 2, approved by the Governor in Council; and Regulations Nos 1 to 32, inclusive, 72, 75, 76, 77, 78, 88 (*a*) and 97, issued by the Minister of the Department of Marine and Fisheries. Presented February 8, 1923.....*Not printed.*

79*a*. Amendment to "Private Commercial Broadcasting License, Form W. 69."; Amendment to Radiotelegraph Regulations, "Licenses" No. 2 (*b*). Presented May 23, 1923.....*Not printed.*

80. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (March 9, 1922), submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented February 8, 1923.....*Not printed.*

Contents of Volume 6—*Continued*

81. Return to an Order of the House of the 14th June, 1922, for a return showing a statement of all moneys paid by the Government of Canada or any department thereof, to barristers and solicitors of the various provinces of Canada for legal services in connection with the arbitration concerning the Canadian Northern Railway and the Dominion of Canada, and the Grand Trunk Railway and the Dominion of Canada, said statement to set forth retainers, per diem pay, expense allowances, number of days employed and the names of the barristers and solicitors so engaged. Presented February 9, 1923. Mr. Martell.....*Not printed.*

81*a*. Return to an Order of the House of the 19th March, 1923, for a copy of the bills for living allowances and disbursements, retainers, certificates of taxation and authorities to act on behalf of the Government, of W. N. Tilley, K.C., H. A. Lovett, K.C., Hector McInnes, K.C., J. C. H. Dusseault, K.C., E. F. Newcombe, Z. A. Lash, K.C., Pierce Butler of Minneapolis, T. Ludlow Christie of New York, Laurence Jones & Co. of London, England, Charles Russell & Co. of London, England, in connection with the Grand Trunk Arbitration and the legislation upon which such proceedings were based. Presented April 25, 1923. Mr. d'Anjou...*Not printed.*

82. Return to an Order of the House of the 7th June, 1922, for a copy of all letters, telegrams, reports, correspondence and other documents embodying the representations made to the Minister of Public Works with reference to the dismissal of Charles Dauphinee as janitor of public building at Lunenburg, Nova Scotia, and which representations were referred to by the Honourable Minister as considered by him as being satisfactory to warrant the dismissal of Dauphinee without investigation. Presented February 9, 1923. Hon. Mr. Baxter.....*Not printed.*

83. Report under section 7 of the Reclamation Act, 9-10, George V, showing the drainage works constructed, the area of land reclaimed, the expenditure and money received from the sale or lease of Dominion Lands. Presented February 12, 1923.
Not printed.

84. Supplementary Rules, Regulations and Forms prescribed under the provisions of section 54 of the Irrigation Act. Presented February 12, 1923.....*Not printed.*

85. Return showing all lands sold by the Canadian Pacific Railway Company during the year ended September 30, 1922, together with the names of the purchasers, in accordance with 49 Victoria, Chapter 9, Section 8. Presented February 12, 1923.
Not printed.

85*a*. Return to an Order of the House of the 11th June, 1923, for a Return showing:—1. The amount of land held by the Canadian Pacific Railway along its own lines. 2. The amount of land held by the Canadian Pacific Railway along Canadian National lines. 3. The amount of land sold by the Canadian Pacific Railway Company along its own lines in the past five years, and the average price per acre obtained. 4. The amount of land sold by the Canadian Pacific Railway Company along Canadian National lines in the past five years and the average price per acre obtained. Presented June 28, 1923. Mr. Lucas.....*Not printed.*

86. Report on "The Agricultural Instruction Act," 1921-22, pursuant to Section 8, Chapter 5 of 3-4 George V. Presented February 13, 1923.....*Presented in printed form.*

86*a*. Copy of a Report of Duncan Marshall on the operation of the Agricultural Instruction Act, during the past ten years, and recommendations as to future financial aid to the provinces for the continuation and development of agricultural instruction. Presented April 18, 1923.....*Not printed.*

87. Sixth Annual Report of the Editorial Committee on Government Publications, dated January 30, 1923. Presented February 15, 1923.....*Presented in printed form.*

88. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1924. Presented February 16, 1923.....*Presented in printed form.*

88*a*. Details of Civil Government Estimates, for the year ending March 31, 1924. Presented March 2, 1923.....*Presented in printed form.*

88*b*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1923. Presented March 28, 1923.
Presented in printed form.

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88*c*. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1924. Presented March 28, 1923.
Presented in printed form.

88*d*, **88***e*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1924. Presented June 26 and 28, 1923.
Presented in printed form.

89. List of Leases, Licenses, Permits or other authorities cancelled under the provisions of Section 3, Chapter 21, of the Statutes of 1922, An Act respecting Notices of Cancellation of Leases of Dominion Lands. Presented February 19, 1923.
Not printed.

90. Return to an Order of the House of the 12th February, 1923, for a copy of all correspondence, papers, writings, documents, etc., passing between the Minister of Labour and John L. Lewis since taking office by the present Minister of Labour. Presented February 22, 1923, Rt. Hon. Mr. Meighen.....*Not printed.*

91. Report of the Board of Pension Commissioners for Canada for the year ending March 31, 1922. Presented February 22, 1923.....*Presented in printed form.*

91*a*. Report of the Board of Pension Commissioners for Canada for the year ending March 31, 1923. Presented June 30, 1923.....*Presented in printed form.*

92. Copy of Agreement between His Majesty the King and Sir Henry Worth Thornton, K.B.E., to act as directing head of the railways, steamships and other undertakings comprised in the Canadian National Railway System. Presented February 23, 1923.
Not printed.

93. Return to an Order of the House of the 21st February, 1923, for a return showing all regulations and conditions passed by the Governor in Council under Section 11, Chapter 13, of the Statutes of 1919, being the Canadian National Railway Act. Presented February 26, 1923. Mr. MacLaren.....*Not printed.*

94. Return to an Order of the House of the 12th February, 1923, for a Return showing: 1. During the last completed annual accounting period the amount of revenue, freight and passenger traffic originating on the different divisions of the Grand Trunk Railway in the Provinces of Quebec and Ontario, and the earnings therefrom. 2. During the last completed annual accounting period the amount of revenue, freight and passenger traffic originating on the Grand Trunk Railway in the cities of Montreal, Ottawa, Toronto, and Hamilton, and the earnings therefrom. 3. During the last completed annual accounting period the amount of freight moving in less than carload lots from the cities of Montreal, Ottawa, Toronto and Hamilton on the Grand Trunk Railway, and the earnings therefrom. 4. During the last completed annual accounting period the number of way freight trains operated, their mileage and earnings, from the cities of Montreal, Ottawa, Toronto and Hamilton on the Grand Trunk Railway. 5. During the last completed annual accounting period the amount of revenue, freight and passenger traffic originating on the different divisions of the Canadian National Railways in the Provinces of Quebec and Ontario, and the earnings therefrom. 6. During the last completed annual accounting period the amount of revenue, freight and passenger traffic originating on the Canadian National Railways in the cities of Montreal, Ottawa, Toronto and Hamilton, and the earnings therefrom. 7. During the last completed annual accounting period the amount of freight moving in less than carload lots from the cities of Montreal, Ottawa, Toronto and Hamilton on the Canadian National Railways, and the earnings therefrom. 8. During the last completed annual accounting period the number of way freight trains operated, their mileage and earnings from the cities of Montreal, Ottawa, Toronto and Hamilton, on the Canadian National Railways. Presented February 26, 1923. Sir Henry Drayton.....*Not printed.*

95. Return to an Order of the House of the 19th February, 1923, for a Return showing: 1. Whether the supervision over the manufacture of oleomargarine, the inspection and analysis thereof appertain to that branch of the Department of Health relating to pure food for the people or to that branch of the Department of Agriculture relating to the health of animals. 2. Firms, corporations or individuals granted licenses under the Oleomargarine Act of 1922 to re-work and adulterate butter by incorporating therewith baser and cheaper materials. 3. Whether the manufacturers of butter are allowed to adulterate the same by adding thereto baser or cheaper

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ingredients. 4. Quantity of oleomargarine manufactured in Canada during the past fiscal year. 5. Quantity of butter re-worked and incorporated into the oleomargarine manufactured in Canada during the period referred to. 6. Whether it is compulsory to show on the wrapper or label attached, the ingredients contained in oleomargarine, manufactured in or imported into Canada. 7. Whether it is compulsory to show on the wrapper or label attached, all oleomargarine manufactured wholly from vegetable oils, or which contains no butter. 8. Quantity and to what countries butter has been exported from Canada during the past fiscal year. 9. Quantity and from what countries butter has been imported into Canada during the past year. 10. Rate of duty collected on the butter imported into Canada and from whence it came. 11. Amount of duty collected on the butter imported into Canada during the past year. 12. Rate of duty collected on salt imported for use in the manufacture of oleomargarine. 13. Rate of duty collected on salt imported for use in the manufacture of butter or cheese. 14. Duty on milking machines and amount of duty collected on such imports during the past year. Presented February 26, 1923. Mr. Sutherland.....*Not printed.*

96. Return to an Order of the House of the 12th February, 1923, for a copy of all correspondence, letters, telegrams and other documents exchanged between the Department of Inland Revenue, any officer of the said department, or any other department of the Government, and the Scale Inspector at Lindsay, Ontario, or any other person or persons, relative to the Lindsay Market Scales or Lindsay Market Clerk and District Inspector F. D. Diamond, of Belleville, or Senior Inspector G. H. Howson, of Peterboro. Presented February 26, 1923. Mr. Thurston.....*Not printed.*

97. Return to an Order of the House of the 21st of February, 1923, for a Return showing: 1. Whether any merchandise, material, or supplies of any kind was purchased on emergency requisitions for use at the Maritime Penitentiary at Dorchester, New Brunswick, between January 1, 1922, and December 31, 1922. 2. If so, what goods were purchased, what quantities of each kind and on what dates. 3. From what persons, firms or corporations were said purchases made and the business address of said persons, firms or corporations. Presented February 26, 1923. Mr. Michaud. *Not printed.*

98. Return to an Order of the House of the 26th February, 1923, for a Return showing: 1. What road projects have been submitted to the Dominion Government by the Ontario Department of Public Works for approval, under the Canada Highways Act. 2. What projects have been approved. 3. The estimated cost of these road projects and the mileage as submitted by the Ontario Department of Public Works. 4. The amounts paid by the Dominion Government on these approved road projects. 5. The amount payable to the Province of Ontario under the Canada Highways Act. 6. Of the estimated cost of projects submitted, what would 40 per cent of the reasonable cost amount to. 7. If any request has been made by the Ontario Government for further cash assistance, other than that contained in the Dominion Highways Act. Presented February 26, 1923. Mr. Wilson.....*Not printed.*

99. Return to an Order of the Senate dated June 8, 1922, showing copies of all agreements between the Government or any department of the Government and the Acadia Coal Company in respect to the railway between New Glasgow and Thorburn in Nova Scotia. Presented February 27, 1923. Hon. Mr. Tanner.....*Not printed.*

100. Supplementary Return to an Order of the Senate dated April 27, 1922, showing: 1. The quantity of (*a*) bituminous and (*b*) anthracite coal imported from the United States into Canada in each of the years 1896 until 1921, inclusive. 2. The quantity of (*a*) bituminous and (*b*) anthracite coal imported from the United States into Canada in each of the years 1896 until 1921, inclusive, by the Government of Canada for use upon (1) railways; (2) Federal buildings and public works. 3. The amount of (*a*) bituminous and (*b*) anthracite coal imported by the Government of Canada from the United States during the above-mentioned years for use upon railways (1) East of Lake Superior; (2) West of Lake Superior. 4. The cost of such coal per ton imported by the Government of Canada from the United States during the above-mentioned years (1) at point of production; (2) at point of Canadian delivery. Presented February 27, 1923. Hon. Mr. Tanner. *Not printed*

Contents of Volume 6—*Continued*

101. Return to an Order of the Senate, dated May 16, 1922, showing copy of all letters, telegrams, memoranda, exchanged between the Harbour Commissioners of Quebec, the Department of Marine and Fisheries and La Compagnie du Parc St-Charles Land, Ltd, also letters and telegrams exchanged between Ministers of the Government and attorneys of said Land Company; copies of judgments of the various courts in relation thereto and report of the proceedings before the Royal Commission appointed in 1921. Presented February 27, 1923. Hon. Mr. Casgrain. *Not printed.*

102. Partial Return to an Order of the Senate dated March 22, 1922, for a statement showing the number of employees appointed in the different departments of the Government each year since 1911, up to 1922, and the increase of cost of the Civil Service since 1911. Presented February 27, 1923. Hon. Mr. David. *Not printed.*

103. Return to an Order of the House of the 28th February, 1923, for a Return showing: 1. What part or parts of Dundas Street between Toronto and London have been completed by the Provincial Department of Highways. 2. Number of miles completed. 3. The actual cost per mile. 4. Number of miles approved by the Dominion Department of Highways. 5. Amount paid to the Province of Ontario on account of the approved parts of this road. 6. The estimated cost per mile. 7. Number of miles of this road which have been completed within the County of Halton and the number of miles approved in the said County. 8. Whether the actual cost has exceeded the estimated cost or a reasonable cost for this section of the road. 9. If so, how much. Presented February 28, 1923. Mr. Anderson. *Not printed.*

104. Return to an Order of the House of the 28th February, 1923, for a Return showing: What, if any, rulings, orders or regulations have been made or adopted which exempt or declare to be exempt from the operations of the sales tax, purchases when made by certain individuals, organizations or companies, or what, if any, rebates or remissions have been made or authorized to be made in respect of taxes payable under the sales tax. Presented February 28, 1923. Sir Henry Drayton. *Not printed.*

105. Return to an Order of the House of the 26th February, 1923, for copy of all correspondence, reports and memoranda, relative to the claim of Orin Campbell against the Department of Railways and Canals, in respect to his claim for damages arising out of the work at Nassau, near Peterborough. Presented March 2, 1923. Mr. Clifford ....*Not printed.*

106. Return to an Order of the House of the 26th February, 1923, for a return showing the freight and express rates charged on apples and vegetables shipped from Windsor, in the County of Hants, Nova Scotia, to the City of Montreal, Quebec, and the cities of Ottawa and Toronto, Ontario, together with a complete statement as to the reason for the fixing of said rates or charges, and including a copy of all evidence upon which the same has been determined. Presented March 2, 1923. Mr. Martell..... ....*Not printed.*

107. Copies of Orders in Council, under the various Peace Treaties Acts, on the files of the Department of External Affairs. Presented March 2, 1923.....*Not printed.*

108. Detailed statement of Remissions of Customs Duties, Excise Taxes and Sales Taxes and the Refund thereof, under Section 92, Consolidated Revenue and Audit Act, through the Department of Customs and Excise, for the fiscal year ended March 31, 1922. Presented March 2, 1923..... *Not printed.*

109. Third Annual Report of retirements under the Public Service Act, 1920, as amended, 1921 and 1922, authorized by Orders in Council passed from January 1 to December 31, 1922. Presented March 5, 1923.....*Not printed.*

110. Return to an Order of the House of the 5th March, 1923, for a Return showing: 1. Plans for roads submitted by the Quebec Government, for the approval of the Dominion Government, by virtue of the Highways Act. 2. What plans were approved. 3. Sums paid by the Dominion Government towards these approved roads. Presented March 5, 1923. Mr. Prevost.....*Not printed.*

Contents of Volume 6—*Continued*

111. Copy of a Convention dated the second day of March, 1923, entered into at Washington, between His Majesty the King and the President of the United States of America, respecting the halibut fisheries of the Northern Pacific Ocean, including Behring Sea. Presented March 6, 1923.....*Not printed.*

111*a*. Return to Address to His Excellency the Governor General, of the 12th March, 1923, for a copy of all correspondence, papers, communications, cablegrams, telegrams, writings, documents, etc., passing between the Government of Canada or any member thereof and the Government of Great Britain or any member thereof or the representatives respectively of other governments referring to the recent negotiations for and to the execution of a treaty with the United States respecting Halibut Fisheries, and also between the Government of Canada or any member or representative thereof, and the British Ambassador at Washington respecting the same subject. Presented March 16, 1923. Rt. Hon. Mr. Meighen.
Printed for Sessional Papers and distribution to Senators and Members.

112, 112*a*. Returns to an humble Address of the Senate, dated February 6, 1923, for a Return showing: 1. The total number of persons, including Deputy Heads, employed on the 31st December, 1922, in the Civil Service and in all other positions in the Public Service of Canada to which the provisions of *The Civil Service Act, 1918,* and its amendments, apply as to the holidays to be observed. 2. The respective numbers of such persons employed:—(*a*) at Ottawa permanently; (*b*) at Ottawa temporarily; (*c*) elsewhere permanently; (*d*) elsewhere temporarily. 3. The totals of the amounts payable to such persons employd as in item (2) at that date, for: (*a*) annual or other salaries of permanent employees; (*b*) bonuses to permanent employees; (*c*) wages or other compensation of temporary employees; and (*d*) bonuses to temporary employees. 4. The respective amounts of the several totals in item (3) payable: (*a*) at Ottawa; (*b*) elsewhere. 5. As nearly as can be ascertained, the cost of one day's pay, as at the 31st December, 1922, of the persons then employed in the Civil Service and in the other positions referred to in item (1). Presented March 6 and April 11, 1923. Hon. Mr. Bradbury.
Not printed.

113. Return to an Order of the Senate, dated February 27, 1923, for a Return showing: 1. What was the volume of trade between Canada and the following countries: France, Spain, Italy, Belgium, Australia, Japan and China, for the years 1911, 1916, 1918 and 1921. 2. What was the volume of export trade from Canada to each of the said countries during the said years. 3. And also, what was the volume of imports into Canada from the said countries during the said years. Presented March 6, 1923. Hon. Mr. Schaffner.....*Not printed.*

114. Return to an Order of the House of 26th February, 1923, for a Return showing all accredited herds of pure bred cattle, and all herds under process of accreditation, by provinces, giving the names of owners of those fully accredited and also names of owners of herds under accreditation. Presented March 7, 1923. Mr. Caldwell.
Not printed.

115. Copy of Order in Council, P.C. 259, dated February 4, 1923, providing for the distribution of bounty under the provisions of chapter 46 of the Revised Statutes, 1906, "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels." Presented March 7, 1923.....*Not printed.*

116. Copy of Order in Council, P.C. 74, dated January 15, 1923, *re* issue of licenses to United States fishing vessels for the purchase of bait, etc., the transhipment of catch, and the shipping of crews. Presented March 7, 1923.....*Not printed.*

117. Return to an Order of the House of the 21st February, 1923, for a return showing the amount of Fire Insurance placed on property of Soldier Settlers in the Province of Manitoba, under the Soldier Settlement Act: the names of the brokers who wrote the said insurance and the amount placed by each. The total amount of premiums paid to each of the several insurance companies placing said insurance, showing which of the said companies are Canadian, British and American, respectively. Presented March 7, 1923. Mr. McMurray.....*Not printed.*

118. Return to an Order of the House of the 12th February, 1923, for a copy of all correspondence, writings, telegrams, and other documents passing from the Government or the Canadian National Railways since August 1, 1922, having to do with the taking up of rails on the Hudson's Bay Railway. Presented March 7, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

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119. Return to an Order of the House of February 19, 1923, for a Return showing:—1. On what date and by what authority the Lignite Utilization Board of Canada was appointed. 2. Names, addresses and previous occupations of the several members of the said Board. 3. Total amount of money expended by the said Board to date, also the amounts expended during each of the several years since appointment. 4. Whether the said Board owe any money for goods, machinery or other materials supplied, goods, machinery or other materials ordered but not yet supplied, property purchased or agreed to be purchased, or services rendered or under contract. 5. If so, how much and what the details are. 6. Quantity, in short tons, of briquettes made, and the quantity in short tons, marketed, sold and paid for each year, and at what price f.o.b. Bienfait the briquettes manufactured, were sold in 1922. 7. Whether the briquettes produced during the year 1921-22 have been found by consumers to be satisfactory as fuel. 8. Whether the members of the Board were paid for their services or for expenses. 9. If so, what amounts were paid each year, and to whom, under both these headings. 10. Names of salaried officers employed by said Board, length of time employed, salaries paid, previous employment before being engaged by the Board, and salaries received by them in such previous employment. 11. What, if any, monetary obligations were undertaken by the Board in excess of or in anticipation of Government appropriations. 12. By whose authority fourteen expensively constructed houses, besides a probably necessary boarding house were erected. 13. Reasons for such constructions, in face of the continued failure of the works to make briquettes commercially. 14. Whether officials of the Government were employed, without remuneration from the Board, to do work for the said Board. 15. If so, the names of such officials and what estimated time they were so employed. 16. Whether it is the intention of the Government to continue the operations of the Board. Presented March 7, 1923. Mr. Irvine..... ....*Not printed.*

120. Return to an Order of the House of March 5, 1923, for a Return showing:—1. Quantity and value of each of the following commodities exported from Canada during the past year, and amount of duty payable (or collected) on each: (*a*) Agricultural machinery or farm equipments; (*b*) Meats; (*c*) Animal grease, oils or fats; (*d*) Milk and milk products; (*e*) Cattle, calf and sheep skins, green or salted; (*f*) Wool; (*g*) Eggs; (*h*) Apples, green; (*i*) Potatoes; (*j*) Fish and fishery products. 2. Quantity and value of each of the above commodities produced in Canada during the past year. Presented March 7, 1923. Mr. Garland (Bow River).....*Not printed.*

121, 121*a*. Returns to an Order of the House of the 12th February, 1923, for a Return showing:—1. The total number of employees in the inside Civil Service on the 31st March in each year since 1900 to the last nine months of 1922, inclusive. 2. The total amount paid in salaries (any bonus included) each year ending March 31, from 1900 to 1922 inclusive. 3. The total number of employees and salaries (including any bonus) paid them in each year from 1900 to 1922 inclusive in the following Departments:—Public Works, Customs, Post Office, Interior, with Immigration, Militia and Defence, Marine and Fisheries, Agriculture, External Affairs, Justice, Railways and Canals, Secretary of State, Trade and Commerce, Finance, Labour. Presented March 7, and April 9, 1923. Hon. Mr. Crerar.
Printed for distribution to Senators and Members.

122. Return to an Order of the House of the 21st February, 1923, for a copy of all papers, correspondence, letters, telegrams and documents of all kinds which passed between the Minister of Militia and Defence and the Dominion Coal Company of Nova Scotia, in connection with the sending of troops to Cape Breton during the strike of the employees of said company last August. Presented March 8, 1923. Mr. Irvine..... ....*Not printed.*

123. Copy of Rules of the Supreme Court of Canada, pursuant to Section 109 of the Supreme Court Act. Presented March 8, 1923.....*Presented in printed form.*

124. Return to an Order of the House of the 5th March, 1923, for a copy of all contracts entered into between Canadian Pacific Railway and the Transcontinental Commission or the Government, concerning the price and conditions for the use by Canadian National or Transcontinental Railway of Canadian Pacific Railway Terminals and station at the city of Quebec. Presented March 9, 1923. Mr. Parent..... ....*Not printed.*

Contents of Volume 6—*Continued*

125. Return to an Order of the House of the 5th March, 1923, for a copy of the agreements made between the Grand Trunk Railway or any company affiliated therewith, relating to terminal facilities or grade crossing eliminations in the cities of Chicago and Detroit in the United States of America, executed since the 31st day of December, 1922. Presented March 12, 1923. Sir Henry Drayton...*Not printed.*

126. Return to an address to His Excellency the Governor General of the 5th March, 1923, for a copy of Order in Council, P.C. 223, of February 7, 1922, appointing Mr. Duncan Marshall, of Olds, Alberta, a Commissioner. Presented March 12, 1923. Mr. Sutherland.....*Not printed.*

127. Return to an Address to His Excellency the Governor General of the 15th February, 1923, for a copy of all Orders in Council passed since January 1, 1921, removing appointments or affecting the removal of appointments or promotions from the Civil Service Commission. Presented March 13, 1923. Hon. Mr. Manion. *Not printed.*

127*a*. Copy of Report for the year 1922 of positions excluded under the provisions of Section 38B (2) from the operation of the Civil Service Act, 1918, as amended by Chap. 22, 11-12 Geo. V. Presented March 15, 1923.....*Not printed.*

127*b*. Return to an Order of the House of the 7th March, 1923, for a copy of all recommendations, correspondence, and reports passing between the Government and the Civil Service Commission referring to the exemptions made under Order in Council 1053, June 29, 1922. Presented June 25, 1923. Mr. Irvine...*Not printed.*

128. Return to an Order of the House of the 19th February, 1923, for a Return showing:—1. On what date and by what authority the Joint Peat Committee was appointed. 2. Names, addresses and previous occupations of the several members of the Committee. 3. Total amount of money expended by the Joint Peat Committee to date, including grand total, also total spent each year. 4. Whether the Committee owe any moneys for goods supplied, property purchased or services rendered. If so, how much, and for what. 5. Total amount of moneys expended by the Mines Branch, Department of Mines, upon experimental work at the Alfred Peat Bog, prior to the appointment of said Joint Peat Committee. 6. Estimated number of days expended by each and sundry members of the Mines Branch upon work to aid the operators of the said Joint Peat Committee, the value of which time has not been charged up to or paid for by the said Committee. 7. Whether it is the intention of the Government to continue the operations of the Joint Peat Committee. 8. What precautions have been taken by the Government to ensure the compilation of a full and complete technical report of the work attempted, the failures made, and the work accomplished. 9. Quantity of merchantable peat fuel manufactured and sold during 1922. 10. At what price this peat fuel was sold f.o.b. cars Alfred, and at what price the Joint Peat Committee permitted this peat fuel to be retailed in the city of Ottawa. 11. Where the offices of the Joint Peat Committee were located. 12. Names of salaried officers, their residential addresses, and amounts paid to each of them each year, for salaries and expenses. 13. Whether any of the salaried officials have applied for patents for improvements in the manufacture of peat fuel or in the machinery required in said manufacture. 14. If so, when and in whose name such applications for patent were made. Presented March 13, 1923. Mr. Irvine.....*Not printed.*

129. Return to an Order of the House of the 5th March, 1923, for a return showing the names of all the Commercial Agents or Trade Commissioners representing the Canadian Government abroad, showing their address, the date of their respective appointments, and their respective salaries. Presented March 14, 1923. Mr. Archambault.....*Not printed*

130. Return to an Order of the House of the 5th March, 1923, for a copy of all papers, correspondence, and writings of any kind, relating to the appointment of, and discontinuance from office of, Matt C. Beckett of Owen Sound, Ont. Presented March 14, 1923. Mr. Duncan.....*Not printed.*

131. Return to an Order of the House of the 26th February, 1923, for a copy of all communications, papers and documents relating to the dismissal of certain Medical Officers employed by Department of Soldiers' Civil Re-establishment, and the appointments to positions so vacated following the closing of Sydenham Hospital, Kingston. Presented March 14, 1923. Mr. Ross (Kingston).....*Not printed.*

Contents of Volume 6—*Continued*

132. Return to an Order of the House of the 19th February, 1923, for a copy of all correspondence, writings, documents, or other communications passing between the present Prime Minister or any one on his behalf and R. M. Rombough since May 1, 1921, on the subject of an investigation or proposed investigation into the Grain Trade. Presented March 15, 1923. Hon. Mr. Stevens.....*Not printed.*

133. Return to an Order of the House of the 26th February, 1923, for a copy of all letters, telegrams, correspondence and other documents exchanged between the Government or any department thereof and The Eastern Land Company, of Capreol, Ontario, relative to the purchase of land adjoining the Town of Capreol from The Canadian National Railways by said The Eastern Land Company. Presented March 15, 1923. Mr. Lapierre.....*Not printed.*

133*a*. Return to an Order of the House of the 28th March, 1923, for a copy of all papers, documents, telegrams, letters and other correspondence, exchanged between the Minister of Railways, or any official of his department, and the Land Commissioner of the Canadian National Railways, relating to the transfer of the Government lands to the Eastern Lands Development Company near Capreol and Poleyet. Presented April 9, 1923. Mr. Carruthers.....*Not printed.*

134. Return to an Order of the House of the 8th March, 1923, for a Return showing: 1. The number of hotels owned by the Canadian National Railways. 2. The cost of construction of each of these hotels. 3. The present value of equipment of each hotel. 4. Quantity of fire insurance carried on each hotel and equipment, and in what Companies. 5. Whether all these hotels are being operated by the Railways. 6. The revenue of each of these hotels in each of the last three fiscal years. 7. The expenditure in connection with each of these hotels in each of the last three fiscal years. 8. In regard to each of these hotels operated by the Railways, in each of the last three fiscal years, the net profit or loss in connection with the operation, including all charges such as insurance, interest on investment, and allowance for depreciation on building and equipment. Presented March 16, 1923. Mr. Coote.....*Not printed.*

135. Return to an Order of the House of the 12th February, 1923, for a copy of all papers, correspondence, letters, documents, and other writings relating to the disallowance of an Act of the Legislature of Nova Scotia changing the Rule of the Road, and for a copy of the opinion of the Department of Justice respecting the question of disallowing such legislation. Presented March 16, 1923. Sir Henry Drayton.....*Not printed.*

136. Return to an Address to His Excellency the Governor General, of the 12th March, 1923, for a copy of all correspondence exchanged between the Attorney General, Honourable Alex. Manson of British Columbia, and the Solicitor General, in reference to the proposed amendment to the Canada Temperance Act, together with copies of resolution of the British Columbia Legislature, with the accompanying Brief of the Attorney General of British Columbia, containing his references regarding the vote of the British Columbia Legislature. Presented March 16, 1923. Hon. Mr. Stevens.....*Printed for distribution to Senators and Members.*

137. Return to an Order of the House of the 19th February, 1923, for a copy of all correspondence, petitions, reports and memoranda relative to the dismissal of Mdlle. Adrienne Boulay, postmistress at Sayabec, and relative to the appointment of her successor. Presented March 16, 1923. Hon. Mr. Baxter.....*Not printed.*

138. Return to an Order of the House of the 21st February, 1923, for a Return showing: 1. The quantity of grain sold on the Winnipeg Sample Market in each of the last four years. 2. What amounts have been received by the Government from the proceeds of terminal elevator overages for the last year for which returns are available. 3. Whether the Government proposed, towards the close of 1922 shipping season, to waive the regulations forbidding foreign boats carrying Canadian grain between Canadian ports. 4. If so, whether any Canadian carrier or carriers made objections, and the names of such objectors. Presented March 19, 1923. Mr. Millar.....*Not printed.*

Contents of Volume 6—*Continued*

139. Return to an Address to His Excellency the Governor General of the 5th March, 1923, for a copy of all letters, telegrams and other documents, exchanged between the Government, or any department or official thereof, and the Government of New Brunswick, or any department or official thereof, with regard to the establishing of liquor export warehouses, or other export warehouses in the Province of New Brunswick, within the last two years. Presented March 20, 1923. Mr. Caldwell ....*Not printed.*

140. Return to an Address to His Excellency the Governor General of the 28th February, 1923, for a Return of all correspondence passing between the Prime Minister and the Honourable John Oliver, Premier of British Columbia, since January the 1st, 1923, having reference to claims of British Columbia on the Federal Government and other problems outstanding between the two Governments. Presented March, 1923. Hon. Mr. Stevens.....*Printed for sessional papers.*

141. Partial Return to an Address to His Excellency the Governor General of the 21st February, 1923, for a copy of all papers, letters, writings, correspondence, documents, etc., of any kind, passing between the Government of Canada and the Government of the United States relative to the Great Lakes Disarmament question. Presented March 20, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

142. Return to an Order of the Senate, dated February 27, 1923, for a Return showing: I. What was the net debt of Canada at each of the following dates respectively. (*a*) March 31st, 1921. (*b*) December 31st, 1921. (*c*) March 31st, 1922. (*d*) December 31st, 1922. II. In each of the periods of time following, namely: (*a*) Fiscal year 1920-21. (*b*) Fiscal year 1921-22. (*c*) April 1st until December 31st, 1922, what was the amount of revenue received by the Government from the following sources. 1. Customs Taxation. 2. Income Taxation. 3. War Profits Taxation. 4. Sales Tax. 5. Stamp Tax. 6. Other taxation specifying same respectively. III. In each of the periods mentioned in paragraph two, what was the total revenue received by the Government. (*a*) From direct taxation. (*b*) From indirect taxation. (*c*) From other sources. Presented March 20, 1923. Hon. Mr. Tanner ....*Not printed.*

143. Return to an Order of the House of the 12th February, 1923, for a copy of all memorandums, opinions and reports made by different Ministers of Justice or their deputies, from January 1, 1904, to date, on the question of disallowance of Provincial legislation and exercise of Provincial Acts and laying down the principles which justify the disallowance of the provincal acts. Presented March 21, 1923. Sir Henry Drayton..... ....*Not printed.*

144. Return to an Address to His Excellency the Governor General of the 12th February, 1923, for a copy of all memoranda, opinions, letters, reports and other documents, including reports to Council and Orders in Council, relating to any Nova Scotia Statute in 1922. Presented March 22, 1923. Mr. Hanson.....*Not printed.*

144a Return to a humble Address to His Excellency the Governor General, dated February 6, 1923, praying that His Excellency cause to be laid before the Senate a Return to include all correspondence, reports to council and orders in council relating to disallowance of Nova Scotia Statutes during 1922. Presented April 25, 1923. Hon. Mr. Tanner.....*Not printed.*

145. Return to an Order of the House of the 12th February, 1923, for a copy of all papers, correspondence, letters, documents, and other writings relating to the disallowance of a statute of the Legislature of Nova Scotia, being Chapter 177 of the Statutes enacted in the year 1921, and entitled "An Act to Vest Certain Lands in Victoria County in Jane E. MacNeil." Presented March 22, 1923. Sir Henry Drayton..... ....*Not printed.*

146. Return to an Order of the House of the 5th March, 1923, for a Return showing: 1. Number of Doctors employed by the Government Railways, whether the I.C.R., C.N.R. or the G.T.R. in the Province of Quebec. 2. Their names and addresses. 3. Salaries received. 4. On whose recommendation these appointments were made. 5. Whether they are allowed to take part in politics, either Provincial or Federal. Presented March 22, 1923. Mr. d'Anjou.....*Not printed.*

Contents of Volume 6—*Continued*

147. Return to an Order of the House of the 5th March, 1923, for a return showing the names, occupations, salaries, bonus included, and address of all inside and outside employees of the Department of Agriculture. Presented March 23, 1923. Mr. Bouchard.....*Not printed.*

148, 148*a*. Returns to an Order of the Senate, dated February 27, 1923, for a Return showing: (*a*) All correspondence, telegrams, petitions and documents dealing with the sale, or lease to the Imperial Oil Company, or other Company, or persons, of any part of the lands at Barrack Point, Sydney, N.S., with any Department of the Government and with the management of the Canadian National Railways, as well as any Orders in Council dealing with this matter. (*b*) The correspondence, with instructions to and the reports of any Engineers, or other officials of the Department of Railways, or of Public Works, or of the Canadian National Railways on this matter. (*c*) A plan showing the relation of the land in question to the city of Sydney, the Terminals of the Canadian National Railways and Sydney Harbour. Presented March 22 and April 17, 1923. Hon. Mr. McLennan.....*Not printed.*

149, 149*a*, **149***b*. Returns to an Order of the House of the 7th March, 1923: 1. For copies of all communications of whatsoever sort exchanged between the departments of the Government or any member of the Government with any person or firm respecting the Sydney coal strike of last summer. 2. For copies of all communications made to or received by any department of the Government from the railways in connection with the shop trades controversy of last summer, and concerning the Alberta coal strike in the autumn of 1922. 3. For copies of opinions of the Department of Justice given in relation to conduct of either employees or employers affected by any strike or threatened strike of workers in shipping or railway trades; and 4. Also for copies of all correspondence relating to or requisitions for troops in connection with the Sydney coal strike of last summer. Presented March 23, May 4 and 9, 1923. Sir Henry Drayton.....*Not printed.*

150. Authentic texts of the Draft Conventions and Recommendations adopted by the International Labour Conference (League of Nations) at its Third Session held in Geneva, Switzerland, October 25-November 19, 1921, together with a copy of Order in Council, P.C. 1358, dated June 27, 1922, concerning the same. Presented March 23, 1923.....*Not printed.*

150*a*. Copy of a reprint of an article in the Labour Gazette of December, 1922, containing a report of the Fourth Session of the International Labour Conference held at Geneva, Switzerland, from October 18 to November 3, 1922. Presented March 23, 1923.....*Not printed*

150*b*. Copy of the Agenda of the 18th Session of the Governing Body League of Nations International Labour Office meeting April 10, 1923, at Geneva; together with correspondence appointing a Canadian delegate thereto. Presented March 26, 1923. *Not printed.*

150*c*. Authentic text of a Recommendation concerning a Communication to the International Labour Office of Statistical and other Information regarding Emigration, Immigration and the Repatriation and Transit of Emigrants adopted by the International Labour Congress at its Fourth Session in Geneva, October 18 to November 3, 1922. Presented March 28, 1923.
Printed for distribution to Senators and Members.

151. Return to an Order of the House of the 8th March, 1923, for a Return showing: 1. The amount of fresh American bacon sides, shipped into Canada, in bond, for curing in Canadian plants, and shipped out as Canadian cured American, during the years 1919, 1920, 1921 and 1922. 2. The percentage of this amount exported to the British markets during these years. Presented March 26, 1923. Mr. Kennedy (Edmonton).....*Not printed.*

152. Return to an Address to His Excellency the Governor General of the 19th March, 1923, for a copy of all correspondence between the Federal Department of Agriculture, or any official of the Department of Agriculture, and the town of Moncton, New Brunswick, or any official of the town of Moncton, or any official of the Department of Health of the Province of New Brunswick, regarding the testing of Dairy cattle, under the Animals Contagious Diseases Act, in the vicinity of Moncton, New Brunswick. Presented March 26, 1923. Mr. Caldwell...*Not printed.*

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153. Return to an Address to His Excellency the Governor General of the 26th February, 1923, for a return of all correspondence, letters, telegrams, documents, reports, etc., between the Minister of Public Works or any official of his Department, or any other Minister or official of the Government and the Minister of Public Works in the Province of B.C. or any official, or other Minister or official of the Provincial Government of B.C., regarding the problem of protection for Nicomen Island against high water flooding by the Fraser River. Presented March 26, 1923. Hon. Mr. Stevens..... .....*Not printed.*

154. Report on First Part of Investigation (matters referred to in G.W.V.A. telegram) by the Royal Commission on Pensions and Re-establishment. Presented March 28, 1923.....*Printed for sessional papers and distribution to Senators and Members.*

154*a*. Report of the Royal Commission on Pensions and Re-establishment—First Interim Report on Second Part of Investigation (certain questions relating to pensions, medical treatment and re-establishment needs of Canadian ex-service men and their dependents). Presented May 21, 1923.
Printed for sessional papers and distribution to Senators and Members.

155. Return to an Order of the House of the 12th March, 1923, for a Return showing: 1. The total area in acres of all lands within what is known as the pre-emption area as defined by Dominion Lands Act, 1908. 2. The number of acres of such lands under the administration of the Dominion Government by virtue of: (*a*) Unproved pre-emption; (*b*) Unproved purchased homesteads; (*c*) Forest Reserves and Parks; (*d*) Grazing Lease; (*e*) School lands. Presented March 28, 1923. Mr. McTaggart..... .....*Not printed.*

156. Return to an Order of the House of the 12th February, 1923, for a Return showing: 1. The record of the proceedings of a sub-committee of the Privy Council appointed under P.C. 1566, May 12, 1921, to whom was referred the matter of arriving at a scale of fees charged by the Government for licenses, permits, leases, etc. 2. The reports and recommendations of all department officers made to Council or to any Minister concerning said matter. 3. The names and offices held by all departmental officers who inquired into and reported on said subject. 4. The report recommending the scale of fees charged by the Government for recording transfers and other documents under the regulations governing quartz mining claims in Yukon Territory. Presented April 9, 1923. Mr. Black (Yukon).....*Not printed.*

157. Return to an Order of the House of the 19th February, 1923, for a Return showing: 1. What expenses, payments or disbursements of any kind have been made since April 1, 1922, out of other moneys than those included in the amounts voted by Parliament for the Department of Militia and Defence in respect of items or charges paid in the fiscal year 1920-21 out of moneys voted for the Department of Militia and Defence. 2. Under what authority such moneys were so paid from other votes, and why the change was made. 3. Whether objections were offered by the Department of the Auditor General to payments being so made or to other attempts to make similar payments. If so, in what cases. Presented April 9, 1923. Mr. Boys..... .....*Not printed.*

158. Return to an Order of the House of the 19th March, 1923, for a Return showing: 1. Whether the Government owns a dry-dock at Levis. 2. If so, when purchased. 3. From whom said dry-dock was purchased. 4. The price the Government paid for same. 5. Date of purchase. 6. Number of boats repaired each year in said dry-dock. 7. The tonnage of each boat repaired. 8. Extent of repairs. 9. Where said dry-dock is located. 10. To whom the adjoining properties belong. Presented April 9, 1923. Mr. Archambault.....*Not printed.*

159. Return to an Order of the House of the 7th March, 1923, for a copy of all papers, correspondence, memoranda, reports and other documents relating to the application for the opening of a Post Office in North Oakville in 1921 and also relating to the Order countermanding the opening of said Post Office. Presented April 9, 1923. Mr. Anderson..... .....*Not printed.*

160. Return to an Order of the House of the 28th February, 1923, for a Return showing: 1. The total sum now charged against the railways now comprised in the National Railways by way of cost of construction, cost of equipment, and deficits. 2. What portion of said sum is chargeable to capital expenditure and deficits respectively. 3. What amounts regarding No. 2 are respectively chargeable to the railways

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formerly known as the Canadian Northern, the Grand Trunk Pacific, the National Transcontinental, the Intercolonial and the Grand Trunk. 4. What the respective fixed charges are against the former Canadian Northern Railway, the Grand Trunk Pacific, the National Transcontinental and the Grand Trunk Railway. 5. Whether there are any annual fixed charges against the Intercolonial Railway and the Prince Edward Island Railway. 6. If so, the amounts. 7. The total annual fixed charges on account of securities held against the National Railways by private investors and excluding all securities and advances made by the Government of Canada. 8. The amount of the annual fixed charges of the various railways in the National system on account of securities and loans made by the Government of Canada. Presented April 9, 1923. Mr. Euler.

Printed for distribution to Senators and Members.

161. Return to an Order of the House of the 5th March, 1923, for a copy of all correspondence, papers, writings, and other documents, relating to the cancellation of the contract of Peter Thibeau for the carrying of mail from Thibeauville to Sporting Mountain Station, Nova Scotia. Presented April 10, 1923. Mr. Hanson.

Not printed.

162. Return to an Order of the House of the 12th March, 1923, for a Return showing: 1. The number of quarter sections of schools lands within pre-emption area as defined by Dominion Lands Act, 1908, sold up to December 31, 1922. 2. The total revenue derived therefrom up to December 31, 1922. 3. The amount remaining unpaid upon such lands at December 31, 1922. 4. The number of quarter sections of such lands that have been surrendered to the Government. Presented April 10, 1923. Mr. McTaggart..... .....*Not printed.*

163. Return to an Address to His Excellency the Governor General of the 19th February, 1923, for a Return showing all correspondence, letters, documents, petitions, etc., passed between the Government or any member of the Government, or officials of the Department and persons in Vancouver, B.C., relating to the retirement of certain members of the Vancouver Harbour Board and the appointment of successors; also copies of the Orders in Council appointing members of the Vancouver Harbour Board since its inception; also Orders in Council that have passed since January 1, 1922, authorizing the expenditure of moneys by the Harbour Commissioners in harbour improvements. Presented April 11, 1923. Hon. Mr. Stevens..... ....*Not printed.*

164. Return to an Order of the Senate, dated March 8, 1923, for a Return giving the following information: The value of imports into Canada in the currency of the country of origin as well as in Canadian currency, showing importations from each country separately with the amount of duties collected on such goods from each such country and average rate of duty from each such country separately between July 1, 1922, and January 1, 1923, on following articles:—

Value of Imports, as Specified, Entered for Consumption in Canada, and Customs Duty Collected Thereon, During the Calendar Year, 1922.

	Item	Value	Customs Duty
		$	$ cts.
(*a*)	Agricultural machinery	7,732,215	660,464 16
(*b*)	Meats	9,286,552	1,815,609 42
(*c*)	Animal grease, oils or fats	2,977,100	311,817 93
(*d*)	Milk and milk products	2,325,897	267,184 52
(*e*)	Cattle, calf and sheep skins, green or salted	6,747,824	-
(*f*)	Wool	3,883,433	651 72
(*g*)	Eggs	2,476,906	244,216 22
(*h*)	Apples, green	914,862	153,525 60
(*i*)	Potatoes	450,909	69,487 60
(*j*)	Fish and fishery products	2,800,980	315,509 79

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IMPORTS ENTERED FOR CONSUMPTION CALENDAR YEAR 1922

Items	Unit	Quantity	Value	Duty
			$	$ cts.
(a) *Agricultural Machinery or Farm Equipment*—				
Binding attachments	$	.....	13,713	1,379 70
Steel bowls for cream separators	$	.....	9,412	Free
Cream separators	No.	5,484	216,134	Free
Cultivators and weeders and parts,	$	.....	46,228	6,584 72
Traction ditching machines not more than $3,000 value and parts	No.	11	30,286	Free
Drills, seed	No.	811	32,819	4,806 58
Portable engines for farm purposes	No.	1	506	88 56
Repairs for traction engines	$	.....	734,961	Free
Traction engines not more than $1,400 for farm purposes	No.	4,592	2,411,653	Free
Traction engines, n.o.p., for farm purposes and repairs	No.	88	312,617	54,689 33
Fanning mills	No.	297	9,487	1,610 30
Fodder or feed cutters	No.	885	67,621	10,342 25
Forks, pronged	No.	4,344	3,276	675 45
Grain crushers	No.	85	4,658	801 05
Harrows and parts	$	.....	71,508	9,904 62
Harvesters, self binding	No.	1,582	253,694	25,450 96
Hay loaders	No.	3	870	130 50
Hay presses	No.	148	41,347	11,370 49
Hay tedders	No.	1	29	4 35
Hoes	No.	3,584	1,755	378 37
Horse rakes	No.	180	5,585	737 39
Knives, hay or straw	No.	2,115	1,738	261 90
Knives, edging	No.	197	208	42 91
Mowing machines	No.	409	23,188	2,447 84
Manure spreaders	No.	60	5,567	766 86
Ploughs, and parts	$	.....	571,680	93,265 50
Post hole diggers	No.	1,111	1,424	250 65
Potato diggers	No.	928	69,664	10,904 25
Rakes, n.o.p.	No.	3,638	2,112	464 67
Reapers	No.	30	2,220	222 20
Rollers, farm, road or field	No.	26	8,137	1,572 75
Scythes	Doz.	530	6,200	1,286 92
Sickles, or reaping hooks	Doz.	336	834	149 87
Spades and shovels	Doz.	2,852	15,646	4,248 85
Threshing machine separators	No.	1,922	1,631,115	245,750 65
Threshing machine separtor parts	$	.....	621,704	97,259 62
Windmills and parts	$	.....	34,046	5,958 46
Parts of agricultural implements	$	.....	266,943	31,486 80
All other agricultural implements	$	.....	192,834	33,759 44
Milk machines and attachments, centrifugal machines for testing butter, fat, milk, etc. (From May 24, 1922)	$	.....	6,515	977 25
Grading machines, fruit or vegetable. (From May 24, 1922)	No.	30	2,881	432 15
Total agricultural machinery	.....	.....	7,732,215	660,464 16
(b) *Meats*—				
Beef, fresh	Lbs.	110,566	32,250	3,316 98
Beef, pickled, in barrels	Lbs.	858,900	53,465	17,176 00
Mutton and lamb, fresh	Lbs.	2,061,025	344,014	58,160 15
Pork, fresh	Lbs.	34,708,132	5,321,788	1,041,243 96
Bacons and hams, etc., cured	Lbs.	4,544,009	672,349	90,876 37
Pork, barrelled in brine	Lbs.	11,560,950	1,226,744	231,217 00
Pork, dry salted	Lbs.	1,536,363	196,348	30,727 26
Poultry and game, n.o.p.	$	.....	67,449	13,297 31
Sausage	Lbs.	349,966	108,081	6,999 32
Other meats, fresh	Lbs.	275,418	29,684	8,258 39
Other meats, salted	Lbs.	88,785	18,619	1,775 70
Dried or smoked meats and meats preserved, n.o.p.	Lbs.	140,563	32,822	2,811 26
Canned meats	Lbs.	1,569,812	282,481	71,420 65
Extracts of meats	$	.....	110,694	21,586 58
Soups	$	.....	789,764	216,742 49
Total meats	.....	.....	9,286,552	1,815,609 42

Contents of Volume 6—*Continued*

IMPORTS ENTERED FOR CONSUMPTION CALENDAR YEAR 1922—*Continued*

Items	Unit	Quantity	Value	Duty
			$	$ cts.
(c) *Animal Oils and Fats*—				
Grease rough for manufacture of soap and oil	Lbs.	15,973,504	1,077,938	Free
Grease and degras for stuffing leather	Lbs.	1,515,844	70,227	Free
Lard	Lbs.	10,232,095	1,105,854	204,641 90
Lard compound, animal stearine, etc	Lbs.	2,739,658	268,960	53,732 41
Lard oil	Gal.	20,633	19,329	4,726 55
Oleomargarine	Lbs.	1,032,405	172,738	Free
Oleo oil	Gal.	8,833	7,827	1,369 72
Neat's-foot oil	Gal.	6,232	7,005	1,751 25
Other animal oil, n.o.p	Gal.	56,509	42,373	7,397 20
Tallow	Lbs.	876,458	65,537	13,107 40
Candles, n.o.p	Lbs.	458,895	80,309	19,809 35
Beeswax	Lbs.	221,352	59,003	5,282 15
Total animal oils, fats, etc			2,977,100	311,817 93
(d) *Milk and Milk Products*—				
Milk and cream, fresh	$		33,841	5,922 59
Milk, condensed	Lbs.	232,285	51,823	7,635 72
Butter	Lbs.	6,396,836	1,912,519	216,399 31
Casein	Lbs.	535,703	61,185	16,826 02
Cheese	Lbs.	686,754	266,529	20,400 88
Total milk and milk products			2,325,897	267,184 52
(e) *Cattle, Calf and Sheep Skins*—				
Calf Skins, raw	Lbs.	5,466,304	1,289,548	Free
Cattle skins, raw	Lbs.	32,847,294	5,114,662	Free
Sheep skins, raw	Lbs.	2,764,390	343,614	Free
Total calf, cattle and sheep skins			6,747,824	
(f) *Wool*—				
Wool, etc., not further prepared than washed, n.o.p	Lbs.	15,885,150	3,877,036	Free
Leicester, Cotswold, Lincolnshire, South Down combing wools, or wools known as lustre wools and other like combing wools such as are grown in Canada	Lbs.	21,724	6,397	651 72
Total wool			3,883,433	651 72
(g) *Eggs*	Doz.	8,140,547	2,476,906	244,216 22
(h) *Apples, green*	Brl.	170,584	914,862	153,525 60
(i) *Potatoes, n.o.p*	Bush.	347,453	450,909	69,487 60
(j) *Fish and Fishery Products*—				
Cod, haddock and pollock, fresh	Lbs.	1,186,761	44,026	6,757 11
Cod, haddock and pollock, pickled	Lbs.	261,114	10,005	96 00
Cod, haddock and pollock, smoked	Lbs.	590	44	2 15
Cod, haddock and pollock, dried	Lbs.	7,563,857	449,538	703 37
Halibut, fresh	Lbs.	2,746,009	220,638	24,517 41
Herring, fresh	Lbs.	237,942	6,038	259 14
Herring, canned	Lbs.	326,015	49,865	13,225 99
Herring, smoked	Lbs.	1,360	257	8 61
Herring, pickled	Lbs.	10,167,744	297,100	8,201 42
Mackerel, fresh	Lbs.	52,254	5,154	522 54
Sardines, anchovies, etc., in tins	Boxes	4,021,992	384,993	84,648 38
Salmon, fresh	Lbs.	2,792,977	179,601	25,226 00
Salmon, canned	Lbs.	518,463	28,838	19,921 18
Salmon, smoked	Lbs.	21,285	6,489	210 45
Salmon, pickled	Lbs.	455,777	27,984	37 52
Squid	$		24,134	Free
Lobsters, fresh	$		4,220	562 50
Lobsters, canned	Lbs.	59,231	40,239	113 40
Oysters, seed and breeding	$		4,240	Free
Oysters, fresh, in shell	Brls.	2,499	20,197	5,059 25
Oysters, shelled, in bulk	Gals.	133,390	272,065	13,339 00

Contents of Volume 6—*Continued*

IMPORTS ENTERED FOR CONSUMPTION CALENDAR YEAR 1922—*Concluded*

Items	Unit	Quantity	Value	Duty
			$	$ cts.
(j) *Fish and Fishery Products*—Con.				
Oysters, canned	Cans	150,345	27,225	4,561 63
Oysters, prepared, n.o.p.	Lbs.	13,008	7,941	2,382 30
Bait, fish, fresh	Lbs.	1,800	24	18 00
Fish, smoked or boneless	Lbs.	25,274	4,380	222 96
Fish, preserved in oil, n.o.p.	$	.....	43,040	14,705 00
Fish, all other, fresh	Lbs.	1,128,560	96,959	10,892 28
Fish, all other, pickled	Lbs.	786,245	64,593	1,645 83
Fish, dried, n.o.p.	Lbs.	336,610	78,862	3,069 87
Fish, preserved, n.o.p.	$	.....	139,848	38,716 41
Live fish and fish eggs for propagating purposes	$	.....	3,299	Free
Fish oil, cod liver	Gals.	113,938	67,984	2,906 24
Fish oil, other, n.o.p.	Gals.	28,357	16,362	3,616 77
Seal oil	Gals.	13,010	8,133	Free
Whale oil	Gals.	13,914	9,288	2,041 27
Ambergris	$	.....	251	Free
Sponges, marine	$	.....	82,436	13,501 41
Fish offal or refuse	$	.....	7,961	Free
Other articles, fisheries	$	.....	56,729	13,828 40
Total fish and products	.....	.....	2,800,980	315,509 79

Presented April 11, 1923. Hon. Mr. Lynch-Staunton.....*Not printed.*

165. Return to an Order of the House of the 26th June, 1922, for a copy of all correspondence from and to any member of the Government, and Government department or official thereof, or other persons, with reference to the appointment and dismissal in the years 1921 and 1922 of the crew of the Government cutter *Hudson*. Presented April 13, 1923. Hon. Mr. Baxter.....*Not printed.*

166. Return to an Order of the House of the 5th March, 1923, for a copy of all correspondence, papers, writings, documents, telegrams, etc., connected with, leading to, or in any way relating to the withdrawal of professional work for the Inland Revenue Department, formerly performed by Charles Blake, barrister, at Brandon, and a returned soldier, and the turning of same over to Mr. Clement, of that city. Presented April 13, 1923. Mr. Black (Yukon).....*Not printed.*

167. Return to an Order of the House of the 5th March, 1923, for a copy of all correspondence, papers, writings, documents, telegrams, etc., connected with, leading to, or in any way relating to the withdrawal of professional work for the Inland Revenue Department, formerly performed by Mr. F. G. Thompson, barrister, at Winnipeg. Presented April 13, 1923. Mr. Black (Yukon).....*Not printed.*

168. Return to an Order of the House of the 5th March, 1923, for a copy of all correspondence, papers, writings, documents, telegrams, etc., connected with, leading to, or in any way relating to the withdrawal of professional work for the Inland Revenue Department, formerly performed by Mr. H. P. Blackwood, barrister, at Winnipeg. Presented April 13, 1923. Mr. Black (Yukon).....*Not printed.*

169. Return to an Order of the House of the 19th March, 1923, for a copy of all papers, correspondence, letters, documents, telegrams and other writings which have passed between the Government of the day, or any Minister thereof, and any person or persons connected with the sale to the Government of Lots 31 and 32, Block 8, in the town of Vermilion, Alberta. Presented April 13, 1923. Mr. Spencer ....*Not printed.*

170. Return to an Order of the House of the 26th February, 1923, for a Return showing: 1. The total value of the assets of the Canadian Pacific Railway. 2. The total amount of issued capital stock of the Canadian Pacific Railway. 3. The bonded indebtedness of the said company. 4. All the other obligations of the said company excepting current accounts. 5. The total cash reserves of the said company as at the date of the 31st December, 1922, including loans of money made by the

Contents of Volume 6—*Continued*

said company. 6. Whether the Canadian Pacific Railway has any other reserves than cash. If so, what they are, and what their total value is. 7. The value of the assets of the said railway created out of earnings or created from the receipts secured from the sale or other disposal of the company's assets. 8. Whether the Dominion Government extended any assistance to any railway which was acquired subsequent to the granting of such assistance, by the C.P.R. 9. If so, the names of the railway or railways, and the extent of the assistance given in the following detail: (*a*) grant of land in acreage; (*b*) amount of money; (*c*) other assistance and its value. 10. Whether the provinces of Canada extended any assistance to the C.P.R. 11. If so, the nature and extent of the assistance divided as follows: (*a*) name of railway; (*b*) name of province; (*c*) the amount of land granted in acreage; (*d*) the amount of money; (*e*) the nature and extent and value of all other assistance; (*f*) bond guarantees. 12. Whether any of the provinces of the Dominion extended any aid or assistance to the C.P.R. or to any company subsequently acquired by the C.P.R. 13. If so, the nature and extent of the said assistance given them in the following detail: (*a*) name of company; (*b*) name of province; (*c*) extent of land in acreage and in value; (*d*) rights the grant of land contained; (*e*) amount of money; (*f*) the nature and extent of all other assistance; (*g*) bond guarantees amount. Presented April 13, 1923. Mr. Lucas..*Not printed.*

170*a*. Return to an Order of the House of the 26th February, 1923, for a Return showing: 1. Whether the C.P.R. between Kamloops and Port Moody was constructed by the Dominion Government and turned over to the C.P.R. without cost to the said company. 2. If not, what portion of the C.P.R. in British Columbia was constructed by the Dominion Government. 3. The actual cost of the C.P.R. lines built in British Columbia by the Dominion Government, and turned over to the C.P.R. 4. Whether the Dominion Government built or paid for the construction of any portion of the C.P.R. If so, the portions so constructed or paid for and their value. 5. The total value of the lines turned over to the C.P.R. either fully or partially constructed and paid for by the Dominion Government. 6. The total amount of cash given to the C.P.R. Company to aid the construction of the company's railway. 7. The total number of acres of land given to the C.P.R. to aid in the construction of the company's railway. 8. The total receipts received by the C.P.R. Co. from the sale or disposal of said lands to date. 9. The number of acres of the said lands remaining in the C.P.R. to-day, or its subsidiary companies, and the value thereof per acre and total. 10. The amounts of dividends paid by the C.P.R. Co. during the following years: 1914, 1915, 1916, 1917, 1918, 1919, 1920 and 1921 in per cents and annual totals. Presented April 24, 1923. Mr. Kellner..... ....*Not printed.*

171. Return to an Order of the House of the 14th March, 1923, for a Return showing: 1. The quantity of grain grown on the Indian Reserves in the three prairie provinces during the last five years. 2. What proportion of this was grown by individual Indians. 3. What proportion by White Lessees. 4. What proportion by the Greater Production operations. 5. The quantity of grain grown on these same reserves during the five years previous to this period. 6. What area has been summer-fallowed and broken by Indians during the last five years. 7. What area during the previous five years. 8. Amount of rentals collected during the last five years. 9. Amount during the previous five years. Presented April 13, 1923. Mr. Evans ....*Not printed.*

172. Return to an Order of the House of the 19th March, 1923, for a copy of all correspondence, papers, writings, petitions, telegrams and other documents passing between the Department of Indian Affairs, the Minister and Officers of this Department, and the Six Nations Indian Reserve, its Council or members or residents thereof, since 1st January, 1922, having to do with the relations of such Reserve to the Government of Canada and to the complaints of such Council regarding the Department of Indian Affairs. Presented April 13, 1923. Mr. Senn
Not printed.

173. Copy of a letter from the Secretary of the Vancouver Board of Trade to the Prime Minister of Canada respecting the question of alleged discriminatory freight rates against the province of British Columbia. Presented April 16, 1923..*Not printed.*

174. Copy of a Report of W. A. Dryden on his mission to South America for the purpose of looking into live stock conditions there, and the possibilities of a market for Canadian breeding stock. Presented April 18, 1923.....*Not printed.*

Contents of Volume 6—*Continued*

175. Return to an Order of the House of the 26th March, 1923, for a copy of all papers, correspondence, letters, telegrams, petitions, requests and other documents, exchanged between the Post Office Department and any persons, from the year 1911 to date in regard to the resignation of Mrs. J. Nolin, Postmistress of St. David, County of Levis. Presented April 18, 1923. Mr. Bourassa....*Not printed.*

176. Return to an Order of the House of the 18th April, 1923, for a Return showing:—1. The amount of grain of each kind shipped from the Port of Montreal in each of the years 1920, 1921 and 1922. 2. How much of this grain was Canadian grown and how much American. 3. How much of the 1922 Canadian grain crop was shipped from Montreal in 1922. 4. How much grain was handled by the Grand Trunk elevator and how much by the elevators owned by the Montreal Harbour Commission in the years 1920, 1921 and 1922. 5. Whether the Montreal Harbour Commission recently purchased from the Canadian National Railway System the said Grand Trunk elevator. If so, the price paid for same. 6. The storage capacity of this elevator. 7. The storage capacity of the other elevators owned by the Harbour Commission and the total cost of these elevators. Presented April 18, 1923. Mr. Coote.....*Not printed.*

177. Copy of correspondence and agenda respecting the Imperial Economic Conference and the Imperial Conference, to be held in 1923. Presented April 19, 1923. *Not printed.*

178. Return to an Order of the House of the 1st March, 1923, for a Return showing:—1. The total cost of collecting the Income Tax during the years 1918, 1919, 1920, 1921 and 1922. 2. The total amount of rental paid for offices used in connection with the said work during the above-mentioned years. 3. What the total amount of interest would amount to on money invested in buildings owned by the Government and used in connection with the collection of said tax during the above stated years. 4. The total amount of salaries paid in connection with the said collections during the years mentioned. 5. The total amount of all other expenses incidental to the collecting of Income Tax during the said years. 6. The total amount of Income Tax collected during the years 1918, 1919, 1920, 1921 and 1922. Presented April 23, 1923. Mr. Black (Huron).....*Not printed.*

179. Return to an Order of the House of the 5th March, 1923, for a Return showing:—1. Total cost of collecting the Customs and Excise Taxes for the years 1918, 1919, 1920, 1921 and 1922. 2. Total amount of rental paid for offices used in connection with the said work during the above mentioned years. 3. Total amount of interest money invested in buildings owned by the Government and used in connection with the collection of said taxes during the above stated years. 4. Total amount of salaries paid in connection with the said collections during the years mentioned. 5. Total amount of all other expenses incidental to the collecting of Customs and Excise taxes during the said years. 6. Total amount of Customs and Excise Taxes collected during the years 1918, 1919, 1920, 1921 and 1922. Presented April 23, 1923. Mr. Black (Huron).....*Not printed.*

180. Return to an Order of the House of the 12th February, 1923, for a return giving a list of all appointments made or nominations to appointments made by the Civil Service Commission since January 1, 1922, with the names of the persons appointed or nominated in all cases where such appointments or nominations have not been followed by the appointee or person nominated actually taking the position, also showing in each case who is occupying the position which the appointee of the Commission is not occupying, and also showing the instances where the appointee of the Commission was a returned soldier. Presented April 23, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

181. Return to an Order of the House of the 26th March, 1923, for a copy of all letters, papers, reports and other documents, regarding the dismissal of U. Belanger, Station Agent at Padoue, County of Matane, in 1922. Presented April 23, 1923. Mr. Pelletier.....*Not printed.*

182. Return to an Order of the House of the 26th March, 1923, for a copy of all letters, papers, reports and other documents, regarding the dismissal of A. C. Belanger, Night Station Agent at St. Moise, Matane County, in 1922. Presented April 23, 1923. Mr. Pelletier.....*Not printed.*

Contents of Volume 6—*Continued*

183. Return to an Order of the Senate, dated March 2, 1923, for a Return showing:—1. What was the total wheat crop of the world for 1921. 2. What amount of wheat is stored at Port Arthur and Fort William during the winter of 1922-23. 3. What amount of wheat was exported from Canada to the Orient during the years 1911, 1916, 1918, 1921 and if possible 1922. 4. How many hundredweight of flour and of what grades were exported to the Orient from Canada during the said years. 5. How many bushels of wheat and hundredweight of flour were exported from Canada to Europe, giving if possible the several countries of Europe to which it was exported, during the years 1911, 1916, 1918 and 1921. Presented April 25, 1923. Hon. Mr. Schaffner.....*Not printed.*

184. Return to an Order of the House of the 7th March, 1923, for a Return showing:—1. Mileage of railways owned by the Dominion Government in 1896. 2. Cost of same to the country at that date. 3. Total mileage of railways owned by the Dominion Government in 1911. 4. Cost of same to the country. 5. Total mileage of railways owned by the Dominion Government on January 1, 1922. 6. Net cost to the country on January 1, 1922, of the railways taken over by the Government from McKenzie & Mann. 7 Total mileage in Canada of the railways taken over by the Government from the Grand Trunk Railway. 8. Total mileage in the United States. 9. Total cost to Canada of the Grand Trunk Railway both in Canada and the United States, on the 1st of January, 1922. 10. Total cost to Canada of all railways owned by the Dominion Government on January 1, 1922. Presented April 26, 1923. Mr. Tobin.....*Not printed.*

185. Return to an Order of the House of the 22nd February, 1923, for a Return showing: 1. The names of the Postmasters, in the County of Levis, that were dismissed between July 1, 1911, and January 1, 1922. 2. The names of those dismissed after inquiry. 3. The reasons for their dismissal. 4. The names of those dismissed without an inquiry. 5 The reasons for the dismissal of the latter. 6. The names of those who have been reinstated. Presented April 26, 1923. Mr. Bourassa. *Not printed.*

186. Return to an Address to His Excellency the Governor General of the 26th March, 1923, for a copy of all papers, writings, telegrams, Orders in Council, affidavits or documents of any kind relating to the dismissal of Mr. D. W. Morrison from the position of Postmaster at St. Peters, Nova Scotia, including all communications to and from Mr. W. E. McLellan, Acting District Superintendent of the Post Office Department for the Province of Nova Scotia. Presented April 26, 1923. Mr. Hanson..... .... *Not printed.*

187, 187*a*. Returns to an Address to His Excellency the Governor General of the 19th March, 1923, for a copy of all papers, correspondence, letters, documents, telegrams, and other writings which have passed between the present Government, or any Minister or official thereof, and the Government of the Province of British Columbia or any Minister or official thereof, on the subject of oriental immigration, or in any way affecting or dealing with the rights or privileges of orientals in Canada. Presented April 26, and June 28, 1923. Mr. McQuarrie.....*Not printed.*

188, 188*a*. Returns to an Address to His Excellency the Governor General of the 19th March, 1923, for a return showing:—1. All statutes, orders in council, regulations and other enactments and provisions of the Province of British Columbia since the entry of that Province into Confederation, dealing with or affecting oriental immigration, or the rights or privileges of orientals, which have been disallowed; giving dates of disallowance and the reasons therefor in every case respectively. 2. A copy of all papers, correspondence, letters, documents, telegrams and other writings which have passed between the present Government or any Minister or official thereof, and the Government of the Province of British Columbia, or any Minister or official thereof, relative to the disallowance of any Provincial enactment affecting orientals. 3. A copy of all papers, correspondence, letters, telegrams or other writings which have passed between the Secretary of State, or any of his officials and any of the County Court Judges in Vancouver on the subject of naturalization of oriental aliens. 4. A copy of all orders in council or other regulations passed during, or since January 1, 1917, affecting oriental immigration. 5. Details as to oriental immigration since January 1, 1917, classified as to age, sex, nationality and occupation. Presented April 26, and June 28, 1923. Mr. McQuarrie..... ....*Not printed.*

Contents of Volume 6—*Continued*

189. Fourth Annual Report of the Board of Directors of Canadian Government Merchant Marine, Limited, for the year ended December 31, 1922. Presented April 30, 1923..... .....*Presented in printed form.*

190. Return to an Order of the House of April 23, 1923, for a copy of all letters, correspondence, telegrams, and other documents, since January last, passing between the Minister of Labour or any officer of his department and the Civic Employees Union of Prince Rupert, or any officer or official of the Municipal Council of Prince Rupert, or other persons, having reference to a request for a Conciliation Board. Presented April 30, 1923. Hon. Mr. Stevens.....*Not printed.*

191. Copy of Order in Council, P.C. 713, dated April 21, 1923, appointing F. T. Congdon, K.C., of Ottawa, Commissioner to inquire into and report upon all circumstances incidental to or connected with any gratuities or payments made by the Grand Trunk Railway Company's directors by way of bonus or retiring allowances to any directors of the company. Presented April 30, 1923.....*Not printed.*

191*a*. Return to an Order of the House of the 30th April, 1923, for a copy of all letters, correspondence and documents passing between Justice Department or any officer thereof and any other Minister of the Crown, having reference to a Commission presided over by the late Augustus Power, K.C., investigating charges of the alleged maladministration of F. C. Congdon, K.C., during his term as public administrator of the Yukon territory, and copy of the report of the said Power Commission. Presented June 14, 1923. Mr. Hanson.....*Not printed.*

192. Return to an Order of the House of the 22nd March, 1923, for a Return showing: 1. Number of persons employed in a temporary capacity by the various departments of the Government on the 31st December, 1921. 2. Number of persons employed in a temporary capacity by the various departments of the Government on the 31st December, 1922. Presented May 1, 1923. Mr. Archambault.....*Not printed.*

193. Return to an Order of the House of the 26th March, 1923, for a copy of all letters, papers, telegrams, correspondence and other documents, in the possession of the Government, exchanged between Mr. Walter Fisher, Chief Fishery Inspector, Eastern Division, Halifax, Nova Scotia; T. W. Crocker, Fishery Inspector, New Castle, New Brunswick, and Joseph Le Blanc of Richibucto Village, and the Department of Marine and Fisheries, in reference to the seizure and confiscation of the Joseph Le Blanc fishing boat, so called, for illegal fishing, in the year 1922, at Richibucto Cape, New Brunswick. Also a copy of the order given by the Minister of Marine and Fisheries for the release of said confiscated boat to the said Joseph Le Blanc. Presented May 1, 1923. Mr. Leger.....*Not printed.*

194. Return to an Order of the House of the 26th April, 1923, for a Return showing: 1. The total number of employees of the Board of Grain Commissioners at Fort William in the year 1922, and the total of the salaries paid during the year. 2. The number of persons employed in the Weighing Department in each month, and the amount of wages paid to them in each month. 3. The amount of grain weighed by this department in each month. 4. The number of persons employed in the Inspection Department in each month, and the amount of wages paid to them in each month. 5. The amount of grain inspected by this department in each month. Presented May 2, 1923. Mr. Coote.
Printed for distribution to Senators and Members.

195. Return to an Order of the House of the 26th February, 1923, for a Return showing: 1. The ruling grades on the Canadian National Railways against east and west bound traffic between the following points: (*a*) Vancouver and the eastern boundary of British Columbia; (*b*) the easterly boundary of British Columbia to Fort William; (*c*) Fort William to North Bay; (*d*) North Bay to Toronto; (*e*) North Bay to Montreal. 2. The ruling grades on the Canadian Pacific Railway between: (*a*) Vancouver and Revelstoke; (*b*) Revelstoke and Canmore; (*c*) Canmore and Fort William; (*d*) Fort William and Montreal; (*e*) Montreal and West St. John. 3. Whether the section of the Canadian National Railway through the Fraser River Canyon, viz: section between Kamloops and Hope, British Columbia, was the most costly section of the said railway to construct west of Fort William. 4. The cost of construction per mile of line of section of said railway through the Fraser River Canyon between Kamloops and Hope. 5. The cost of construction per mile of line of the Canadian National Railway between Ottawa

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and Montreal, including the Montreal tunnel. 6. The cost of construction of the Canadian National Railway per mile of line between the following points: (*a*) between Montreal and Winnipeg, including the Montreal tunnel; (*b*) between Winnipeg and Vancouver. 7. Whether it costs more to haul freight over the C.P.R. between Vancouver and the prairies than it does to haul the same freight between Vancouver and the prairies over the C.N.R. or between Prince Rupert and the prairies over the Grand Trunk Pacific. 8. When the C.N.R. Company and the G.T.P. Company commenced operations between the prairies and Pacific coast points, whether the said railway companies were allowed by the Board of Railway Commissioners to adopt the scale of rates applied by the C.P.R., and based on the cost of operation of the C.P.R. through the mountains, and which said scale of rates was known as the mountain scale. 9. Whether the same scale of rates, viz: the mountain scale now in application applies to the C.P.R. on the movement of all goods in, to, from, or through British Columbia in the same way that the said mountain scale applies to the movement of goods over the C.N.R. 10. If it is the intention of the Government to see that the rates on the C.N.R., where the said railways move through British Columbia on grades equally favourable to those obtaining on the prairies, are no higher than the prairie scale of rates. 11. Whether the winter weather increases the cost of operating railways in the prairies and in eastern Canada over and above the cost of operating the same railways during the summer season. 12. Whether the C.P.R. is divided into eight operating divisions, and whether the operating expenses of the said railway is kept by divisions, viz: the divisions of New Brunswick, Quebec, Ontario, Algoma, Manitoba, Saskatchewan, Alberta and British Columbia. 13. The mileage of the C.P.R. in each division. 14. The main line boundaries of such divisions. 15. Whether the C.N.R. system is divided into operating divisions, viz: lines east and lines west with the dividing point at Fort William. 16. Whether there are any other divisions of the Canadian National Railways system for which accounts of operating expenses or revenues are kept. If so, what they are, and when the same were established. 17. The total operating expenses of the C.P.R. per mile of line for the years 1917, 1920 and 1921 for the following divisions, viz: British Columbia, Manitoba, Quebec, New Brunswick. 18. The total cost of operation of C.P.R. as expressed in the cost per gross ton mile in the years 1917, 1920 and 1921 in the following of the said divisions: British Columbia, Quebec, New Brunswick. 19. The total cost of operation of the C.P.R. as expressed in the cost per car mile in the following of the said divisions, viz: British Columbia, New Brunswick, Quebec. 20. The cost of operation of the C.P.R. as expressed in the cost per mile of line in the said divisions of Alberta and British Columbia taken together, and in the said divisions of New Brunswick and Quebec taken together for the years 1917, 1920 and 1921. 21. The density of traffic as shown in car miles per the mile of line, and in gross ton miles per mile of line, for the years 1917, 1920 and 1921, in the following of the said divisions: (*a*) British Columbia; (*b*) New Brunswick; New Brunswick and Quebec, taken together; (*c*) British Columbia and Alberta, taken together. 22. Whether the C.P.R. Company is divided into two main divisions for accounting purposes, viz: lines east, and lines west, and whether the divisional point of the said system of railways is Fort William, Ontario. 23. The net revenues per mile of line, and per train mile produced by the C.P.R. Company on lines east, and lines west for the years 1916, 1917, 1918, 1919 and 1920. 24. The net earnings of the C.P.R. per mile of line, and per train mile for the years 1912 to 1916, both inclusive, in the following of the said divisions, viz: New Brunswick or Atlantic, British Columbia. Presented May 2, 1923. Mr. McBride.....*Not printed.*

196. Steamboat Inspection Report, supplement to Fifty-fifth Annual Report of the Department of Marine and Fisheries, for the fiscal year, 1921-22. (Marine). Presented May 2, 1923.....*Presented in printed form.*

197. Return to an Order of the Senate, dated April 13, 1923, for a copy of all correspondence, letters and telegrams between the Boards of Trade and Municipal Councils of the Cities of Quebec, St. John, Moncton and Halifax, and the Government of Canada, the Canadian Railway Commission and the Directors of the Canadian National Railways since the 1st of July, 1922, to this date in reference to the utilization of the Transcontinental line to Quebec, St. John and Halifax. Presented May 2, 1923. Hon. Mr. Turgeon.....*Not printed.*

198. Return to an Order of the House of the 12th March, 1923, for a copy of all papers, correspondence, letters, documents, telegrams and other writings exchanged between

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the Post Office Department, the Civil Service Commission, at Ottawa, and Mr. Camile Bolté, an employee of the Post Office, at Montreal; also between Mr. Gaboury, Superintendent of Post Office, at Montreal, Mr. P. T. Coolican, at Ottawa, Mr. Leonard, Postmaster, at Montreal, and the Post Office Department in regard to Mr. Camille Bolté. Presented May 4, 1923. Mr. Archambault.
Not printed.

199. Return to an Order of the House of the 21st March, 1923, for a copy of all papers, writings, telegrams, affidavits or documents of any kind in the possession of the Government, relating to appointments of officers and men by the present Government on the boat *Eureka* at Pointe au Pere, or relating to the conduct of the men so placed by the Government in charge of such boat. Presented May 7, 1923. Mr. Hanson.....*Not printed.*

200. Return to an Address to His Excellency the Governor General of April 30, 1923, for a copy of all letters, papers, telegrams, petitions, Orders in Council and other documents regarding the construction of a bridge on the Lachine Canal, in St. Henry Ward, in the City of Montreal. Presented May 8, 1923. Mr. Mercier.
Not printed.

201. Copy of Draft Agreement made between the British Government and the Canadian Government respecting prepaid passages for agricultural workers, household workers, juvenile immigrants, coming to Canada. Presented May 9, 1923.
Printed for distribution to Senators and Members.

202. Statement prepared by the Geological Survey of Canada respecting a reported discovery of placer gold in Labrador. Presented May 9, 1923.....*Not printed.*

203. Return to an Order of the House of the 7th March, 1923, for a Return showing: 1. Names of the Customs Officials in the County of Halton and where they are located. 2. Amount collected in each office in the said county in (*a*) 1921, (*b*) 1922. 3. Total expense of each office, including the salary of the official, during the years 1921 and 1922 respectively. 4. Name of Customs Official in Streetsville, County of Peel, Ontario. 5. Amount collected in that office during the years 1921 and 1922 respectively. 6. Total expense of the office, including salary to the official, during the said years respectively. 7. What part of the receipts from this office was collected on goods entering the County of Halton in the years 1921 and 1922 respectively. Presented May 9, 1923. Mr. Anderson.....*Not printed.*

204. Return to an Order of the Senate, dated February 27, 1923, for a Return showing: 1. How many private or official cars are there connected with the Canadian National Railways. 2. What officials of the road are given the use of private or official cars. 3. What is the average initial cost of a private or official car fully equipped. 4. How many men constitute the "crew" of a private or official car and and what are their several positions and rate of pay. 5. Are these private or official cars supplied with food when used on trips and at whose expense. 6. Outside of private or official cars maintained by the Railway Department, how many other private or official cars are maintained and used in connection with the administration of the Government of Canada. 7. By whom respectively are these cars used. 8. Are crews provided for these cars and at whose expense. 9. How many official motor cars are attached to the Department of Militia and Defence. 10. What was the initial cost of same. 11. What is the cost of the annual upkeep. 12. By whom and for what purposes exclusively are these cars used. 13. How many official motor cars other than those belonging to the Militia Department are maintained by the Government of Canada at the public expense in Ottawa and by whom are they used and what is the aggregate cost of maintenance of said motor cars together with their initial cost. 14. How many motor cars (if any) are maintained by the Government of Canada and what was the initial cost of said cars and what is the annual cost of maintenance of same. 15. How many chauffeurs are in charge of the official motor cars of the Department of Militia and Defence. What pay and allowances do they receive respectively. 16. How many if any chauffeurs are employed or paid by the Government of Canada outside of those employed by the Department of Militia and Defence. Presented May 9, 1923. Hon. Mr. Fowler.....*Not printed.*

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205. Return to an Order of the House of the 22nd March, 1923, for a Return showing: 1. Whether all the departments of the Government are making their purchases through the Purchasing Commission of Canada. 2. If not, what departments are, and what departments are not. 3. If all are not purchasing through the Commission, what the reason is. Presented May 14, 1923. Mr. Kennedy (Edmonton). *Not printed.*

206. Return to an Order of the House of the 5th March, 1923, for a Return showing: 1. Number of temporary employees made permanent by the Civil Service Commission, between March 15, 1921, and the day the late Government resigned. 2. How many of the above-mentioned employees passed the Civil Service examination. 3. How many of the said employees cannot write and were unable to sign their names, but simply affixed a cross to the form of oath required by the Act. Presented May 14, 1923. Mr. Archambault.....*Not printed.*

206*a*. Return to an Order of the House of the 22nd March, 1923, for a Return showing: 1. Number of temporary clerks in the Civil Service made permanent by the Civil Service Commission since the 1st January, 1922. 2. The names of such clerks and what their positions are. 3. At what date they were made permanent. Presented May 18, 1923. Mr. Archambault.....*Not printed.*

207. Return to an Order of the House of the 21st February, 1923, for a copy of all tenders, contracts and other documents pertaining to the coal purchased by the Dominion Government during the year ending January 31, 1923, in the City of Winnipeg, used in connection with federal buildings, etc., including a list of persons from whom said coal was purchased, the amount purchased in each case, and the amount paid to the Canadian Coal Sales Company, Limited, for coal supplied as above-mentioned. Presented May 14, 1923. Mr. McMurray.....*Not printed.*

208, 208*c*. Returns to an Order of the House of the 18th April, 1923, for a return showing the names of newspaper companies and printing companies who have received federal moneys for printing, since January 1, 1922, with the respective amounts received by each of said companies. Presented May 16, 1923. Mr. Black (Yukon). *Not printed.*

208*b*. Return to an Order of the House of the 30th April, 1923, for a Return showing the names of newspaper companies and printing companies who have received federal moneys for printing since January 1, 1918, with the respective amounts received by each of said companies. Presented May 28, 1923. Mr. d'Anjou.....*Not printed.*

208*c*. Statement showing: 1. The total sum paid by the Government for printing outside the printing bureau each year, for the past five years. 2. The cost to the Government of printing the Labour Gazette outside the printing bureau each year for the past five years. Presented May 30, 1923.....*Not printed.*

209. Return to an Order of the House of the 7th May, 1923, for a Return showing: 1. The names, official titles, and salaries of Officers-in-Charge of Dominion Buildings, Chief Architect's Branch, Department of Public Works, on January 1, 1912, 1922 and 1923. 2. In what cities or towns the offices of each are located. 3. The date of their appointment and how they have been classified. 4. The number of employees under each Officer-in-Charge on January 1, 1912, 1922 and 1923. 5. The number of buildings each Officer-in-Charge had under his charge on January 1, 1912, 1922 and 1923. 6. Whether all the positions of these Officers-in-Charge have been classified by the Civil Service Commission or Arthur Young & Company. 7. Whether any positions of these Officers-in-Charge are vacant. 8. If so, what they are, and since what date they have been vacant. 9. The causes of these vacancies. 10. In what locality they have occurred. Presented May 16, 1923. Mr. Deslauriers.....*Not printed.*

210. Return to an Order of the Senate dated April 13, 1923, for a Return showing the total cost of the Civil Service for the year ending March 31, 1919, and for the year ending March 31, 1922. (By the Civil Service is meant all the Government employees affected by the provisions of the Civil Service Act, 1919, and its amendments). Presented May 16, 1923. Hon. Mr. Bradbury.....*Not printed.*

211. Report of the Royal Commission appointed to inquire into the Lake Grain Rates. Presented May 18, 1923.
Printed for Sessional Papers and distribution to Senators and Members.

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212. Return to an Order of the House of the 30th April, 1923, for a return showing the names of grain dealers in the western inspection division who have taken out a license under the Grain Act. Also a list of those operating in grain and who have not taken out such license. Presented May 18, 1923. Hon. Mr. Stevens.
Not printed.

213. Return to an Order of the House of the 30th April, 1923, for a Return showing: 1. Whether the Government, since Peace was signed, ever considered the utilization of Valcartier Camp grounds. If so, what the result was of such consideration. 2. Whether it is a fact that this land, formerly under cultivation, is now a complete loss to agriculture as well as to the Municipality of Ste. Catherine, on the outskirts of the City of Quebec. 3. Whether it is true that the waterworks system on this property will soon be worthless. 4. Whether it is a fact that the whole property, situated as it is, only a few minutes distant from Valcartier Station and lying on both sides of Jacques Cartier River, could be sold advantageously. 5. Whether the Government has received any offer for this property or whether any representations have been made on this subject. 6. Name of the present caretaker of the said Valcartier Camp. Under what circumstances and by whose influence he was appointed. Whether his appointment was subject to cancellation at the pleasure of the Government. What his duties are. Who his immediate superior is. Whether the Government receives regular reports concerning this camp and this caretaker. Has the caretaker any assistants. If so, their names and whom appointed. Whether the said camp, as a military property, is inspected from time to time. Whether reports are made to the Department of Militia. Whether the Government is aware that last summer, 1922, there were a large number of people occupying the various camp buildings. In what right and under whose authority said buildings were occupied. 7. Whether the Commanding Officer of Military District No. 5 has any supervision over this property and does he make reports. If so, whether the Government will produce such reports. Whether there is any correspondence between the Department of Militia and the Department of Agriculture, concerning this property. If so, whether the Government will produce it. Salary of this caretaker and his assistants. 8. Whether it is a fact that one of the buildings on this camp was destroyed by fire in the month of January last. Whether a military inquiry was made as to the causes of this fire and to that end were all witnesses sought for or was the department satisfied with a mere report. Whether there are any correspondence or documents on the subject. If so, whether the Government will produce them. 9. Whether it is a fact that in 1915 a road was built from the said camp to Quebec and that the Ste. Catherine public road between Range IV and St. Michel was then closed by the military authorities and that since that time the camp road alone is and can be used. Whether or not this road is the property of the Government and as such must it be looked after by the Government winter and summer. Whether orders were given to this effect and is there any control over the execution of the orders given. Whether it is the caretaker of the camp who is responsible for the maintenance of this road. Presented May 21, 1923. Mr. Delisle..... ....*Not printed.*

214. Return to an Order of the House of the 23rd April, 1923, for a Return showing the total expenditure for each department of the Government for civil salaries, both for temporary and permanent employees, for the fiscal years from 1911 to 1922, both inclusive. Presented May 21, 1923. Mr. Michaud.....*Not printed.*

215, 215*a*. Returns to an Order of the House of the 12th February, 1923: 1. For a copy of all papers, correspondence, letters, documents, or other writings of any kind since December 31, 1921, passing between (*a*) members of the Government or officials of the Departments of the Government and the Canadian National Railway Company or Canadian Northern Railway Company or any other railway company owned by Canada; (*b*) members of Parliament and the Canadian National Railway Company or Canadian Northern Railway Company or any other railway owned by Canada. 2. A copy of all papers, correspondence, letters, documents, or writings of any kind between members of the Government or officials of the Government and the late directors of the Canadian National Railway Company relative to the resignation of such directors. 3. A copy of all papers, correspondence, letters, documents, or writings of any kind between members of the Government or officials of the Government and the late directors of the Grand Trunk Railway Company relative to the resignation of such directors. Presented May 21 and 30, 1923. Sir Henry Drayton.....*Not printed.*

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216. Return to an Order of the Senate, dated April 13, 1923, for a return showing: (*a*) The authority granted to the Imperial Oil Company to lay a pipe line from the wharf of the Government Railway to their tanks at Barrack Point, Sydney, Nova Scotia, over land belonging to His Majesty. (*b*) The amount charged for this privilege and for wharfage on a cargo or cargoes discharged there last autumn. (*c*) For how long this charge is established. (*d*) All correspondence between the Canadian National Railways or any department of the Government with the Imperial Oil Company or its representatives, and documents relating to this matter. Presented May 30 1923. Hon. Mr. McLennan.....*Not printed.*

217. Return to an Order of the Senate, dated April 26, 1923, for a Return showing what sums of money have been paid by the various departments of the Government for express charges, railway fares, and telegraph tolls, between January 1, 1922, and December 31, 1922, and to what railway, express and telegraph companies respectively were such sums paid. Presented May 30, 1923. Hon. Mr. McDonald. *Not printed.*

218. Return to an Order of the House of the 7th May, 1923, for a copy of all papers, documents, sale specifications, terms and conditions of sale, agreements, official reports recommending sale, and all other correspondence relating to the sale of about 27 of the smaller ships of the Canadian Government Merchant Marine (Limited). Presented June 1, 1923. Mr. Church.....*Not printed.*

219. Return to an Order of the House of the 16th April, 1923, for a return showing the earnings and expenditures of the following vessels on the trips set forth below: 1. *Canadian Winner*, leaving Vancouver August 8, 1922, for the Orient, returning October 12, 1922. 2. *Canadian Inventor*, leaving Vancouver September 28, 1922, for the Orient, returning November 20, 1922. 3. *Canadian Britisher*, leaving Vancouver, May 13, 1922, for Australia, returning October 4, 1922. 4. *Canadian Traveller*, leaving Vancouver July 13, 1922, for Australia, returning December 1, 1922. 5. *Canadian Farmer*, leaving Vancouver July 18, 1922, for California points, returning August 12, 1922; also from Vancouver, August 14, for California points, returning September 13, 1922. 6. *Canadian Observer*, leaving Vancouver July 7, 1922, for California, returning August 23, 1922; also August 8, 1922, for California points, returning September 24, 1922. Presented June 1, 1923. Hon. Mr. Stevens..... ....*Not printed.*

220. Return to an Address to His Excellency the Governor General of the 25th April, 1923, for a copy of all Orders in Council, letters, agreements, telegrams and other correspondence relating to the sale of the Toronto Suburban Railway or any part thereof by the Government of Canada or the Canadian National Railways to the Hydro Electric Power Commission of Ontario or the City of Toronto. Presented June 1, 1923. Mr. Church.....*Not printed.*

221. Return to an Order of the House of the 7th May, 1923, for a copy of all correspondence, contracts, agreements, letters, telegrams and other documents relating to the purchase of property on the northwest corner of King and Yonge streets, Toronto, by the Government of Canada or the Canadian National Railways, for railway purposes. Presented June 1, 1923. Mr. Church.....*Not printed.*

222. Return to an Order of the House of the 30th May, 1923, for a copy of all returns made to the Minister during the last fiscal year under subsection 2 of section 91 of the Bank Act. Presented June 5, 1923. Mr. Coote.....*Not printed.*

223. Return to an Order of the House of the 30th April, 1923, for a return showing a list of cases where remissions have been granted to persons convicted and fined for breach of the Inland Revenue Act in establishing or conducting or being connected with the establishment or conduct of illicit stills or illegal stills, and showing the names of the persons in respect of whom such remissions were made, and the counsels or lawyers acting for such persons in each case; said return to cover all cases since the first day of January, 1922, and to show the person or persons directly benefiting in each case from such remission. Presented June 5, 1923. Mr. Ladner..... ....*Not printed.*

224. Return to an Order of the House of the 26th March, 1923, for a return showing a statement of: 1. All annual and supplementary reports of the Departments of the public Service which, since the appointment of the Editorial Committee (October 4, 1917) to date, have been printed in the English language, and which have not, at the time or later, been translated into the French language, or which,

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having been translated, have not been printed. 2. All pamphlets and miscellaneous book work which have been printed in the English language, during the same period to date, and which have not, at the time or later, been translated into the French language, or which, having been translated, have not been printed. 3. All the orders or rulings issued by either the Editorial Committee or the Departments, under which such translation has not been effected, or under which, after translation, the printing of the said documents has not taken place. Presented June 5, 1923. Mr. Vien.....*Not printed.*

225. Return to an Order of the House of the 30th May, 1923, for a Return showing: 1. How many Civil Servants employed full time there are in all departments, resident in the city of Ottawa. 2. How many Civil Servants employed full time there are in all the departments, resident outside the city of Ottawa. Presented June 5, 1923. Mr. McQuarrie.....*Not printed.*

226, 226*a*. Returns to an Order of the House of the 5th March, 1923, for a Return showing the number of dismissals of officers or employees of the Government, and all others appointed at any time by the Government of Canada (in cases where the position vacated, or required to be vacated, has been filled by another, or is intended to be filled by another), from the 1st day of January, 1922, until the passing of this Order, and showing also the position vacated or requested to be vacated, and the names of the persons so dismissed, or whose resignations were so requested and the reason in each case for such dismissal or request for resignation, and the name of the person now occupying the position thus vacated, also showing, in each case whether an investigation into charges made against the person dismissed or requested to resign was made, and by whom. Presented June 6 and 8, 1923. Mr. Hanson. *Not printed.*

227. Copy of a Memorial presented to the Prime Minister of Canada from the Stockholders' Committee containing representations on behalf of the holders of the Grand Trunk Pacific Railway four per cent debenture stock. Presented June 6, 1923..... ....*Presented in printed form.*

228. Return to an Order of the House of the 7th May, 1923, for a Return showing all real estate properties, with the approximate location and area and brief description of each, sold or agreed to be sold by the Canadian National Railway Company or its subsidiaries since October 4, 1922, and showing, secondly, all real estate properties purchased or agreed to be purchased or in respect of which an offer to purchase has been made by the Canadian National Railway Company or any of its subsidiaries since said date, and in each case showing the sale price or the purchase price, as the case may be, and the names of the purchasers and vendors. Presented June 7, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

228*a*. Return to an Address to His Excellency the Governor General of the 11th April, 1923, for a copy of all Orders in Council passed since January 1, 1922, authorizing or ratifying purchases or sales of lands or property either by the Canadian Northern Railway Company, or any of its subsidiaries, or by the Canadian National Railways, or by the Grand Trunk Railway Company, or any of its subsidiaries. Presented June 7, 1923. Mr. Boys.....*Not printed.*

229. Return to an Order of the House of the 14th May, 1923, for a copy of all papers, letters, telegrams and other documents, relating to the Margaree River Salmon Fisheries Association during the year 1922 and the present year, including in particular, all papers, letters, telegrams and other documents relating to the membership or ownership of such association, and the distribution of moneys payable by the Department of Marine and Fisheries to the said association or the members thereof. Presented June 8, 1923. Mr. Hanson.....*Not printed.*

230. Supplementary Statement showing details of Appropriations for Canadian National Railways, 1923-24. Presented June 14, 1923.....*Not printed.*

231. Return to an Order of the House of the 5th March, 1923, for a copy of all correspondence exchanged between the Government and any firm or party pertaining to the occupancy of Arctic Islands, and northern Quebec, by various expeditions in those regions, reports on results of said expeditions; also copy of all contracts, if any, entered into between the Government and any firm or party granting privileges on said territory. Presented June 14, 1923. Mr. Parent...*Not printed.*

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231*a*. Return to an Order of the House of the 18th June, 1923, for a Return showing: 1. Whether the Government intend to send an expedition to the Arctic Islands during this year. If so, for what purpose. 2. Whether the Government has at its disposal, for the said purpose a vessel by the name of *Arctic*. 3. Whether the said vessel ever made trips into Arctic regions. If so, (*a*) On what dates. (*b*) Who the members of the crew were. (*c*) Number of Government departments represented on said vessel, and the names of said representatives and their respective salaries. (*d*) Cost of said expeditions, and expenses incurred by each department. 4. Whether the Government intend to specially equip one or more vessels for the Arctic regions. If so, what amount has been agreed upon for each of these vessels. 5. Whether the Department established Mounted Police Posts in certain localities of said regions. If so, number of men at present in said localities and their duties. 6. Whether the Government intend to send artists to above regions to take moving pictures. 7. Whether the Government has any knowledge of a murder being committed in those regions. If so, what measures have been taken to bring the supposed murderers to trial. Presented June 21, 1923. Mr. Parent ....*Not printed.*

232, 232*a*. Returns to an Order of the House of the 9th May, 1923, for copy of all correspondence, telegrams or other communications passing during the summer or fall of 1922 between the Dominion Government or any of its ministers or representatives, and the Dominion Marine Association or any of its agents or representatives, or of any other person or persons whatsoever, in any way relating to the abrogation or suspension of the Dominion Coastal Shipping Regulations, or in any way relating to the grain congestion at lake ports or Montreal, or to the alleged combine, or the imposition of exorbitant rates by shipping interests engaged in the grain trade. Presented June 14 and 21, 1923. Mr. Coote.....*Not printed.*

233. Copy of Memorial on behalf of the Preference and Common stockholders of the Grand Trunk Railway Company of Canada, of November 27, 1922, to the Prime Minister of Canada, and reply of Canadian Government thereto, covering Report of the Canadian Committee which examined for the Canadian Government the representations made on behalf of the Grand Trunk shareholders. Presented June 15, 1923..... .....*Not printed.*

234. Return to an Order of the House of the 23rd April, 1923, for a copy of the Report of 1923 of the Montreal Harbour Commission on the construction of the new bridge between Montreal and Longueuil, and also a copy of the plans prepared by the Harbour Commission for the construction of said bridge. Presented June 21, 1923. Mr. Archambault..... ....*Not printed.*

235. Return to an Order of the House of the 13th June, 1923, for a Return showing: 1. (*a*) How many public terminal elevators in Fort William and Port Arthur have private terminal elevators which are owned by the same company, or practically the same company, or whose shareholders and executives are interlocked and associated in both enterprises; and how many of these said elevators have facilities for direct connections for transferring grain from the private elevator to the public; (*b*) Whether any direct transferring between a public and private elevator has ever been done, or reported to have been done; (*c*) Whether the practice is being carried on at the present time. (*d*) By whose authority the transferring, if any, was done. (*e*) Whether the Canada Grain Act does not state that a private and a public elevator shall have no physical connection. 2. Whether all the grain at a terminal point, as provided by the Canada Grain Act, is officially weighed in and out of all elevators. 3. Whether all elevators at Fort William and Port Arthur are weighed up annually, as provided by the Canada Grain Act. If not, why not. 4. Whether the Inspection Department inspects grain and issues certificates according to section 27 of the Grain Act. 5. (*a*) In the loading of grain on boats at waterfront elevators situated at Port Arthur and Fort William, what method of inspection is carried on by the Inspection Department; (*b*) Whether samples are taken from the belt in the tunnels of the elevator, or from the running stream of grain when it is running into the boat, or whether it is taken both in the tunnel of the elevator and from the running stream; (*c*) In the case of a difference between the sample taken at the tunnel and the one taken from the running stream into the boat, which sample is considered official. 6. (*a*) Whether the Inspection Department determines the amount of excess moisture that is contained in tough, damp and wet grain, and places same on each certificate issued for off-grade grain; (*b*) Whether the terminal

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elevator takes out the excess moisture above normal, when drying grain as per their tariff; (*c*) Whether moisture tests are made before grain is dried in public terminal elevators to ascertain what shrinkage or loss will be charged the owner of the grain by the elevator performing the drying. If not, how is the shrinkage arrived at. (*d*) Whether the Inspection Department verifies and sees that terminal elevators take out all excess moisture over normal on grain they are drying according to their tariff. 7. What authority the Inspection Department demands of a terminal elevator as to ownership or authorized agency, before any parcel can be loaded out; and whether inspection is made accordingly to ensure that the quality of grain or grain by-products ordered out by the owner or authorized agent is up to that received by the elevator from the owner. 8. Whether the Inspection Department issues and charges a fee for inspecting grain or grain by-products that do not represent the quality as ordered out by the owner or authorized agent. 9. If contract wheat contains one to two per cent of small and shrivelled wheat, whether the Inspection Department makes this car a "clean to clean," or whether they put one or two per cent dockage, as the case may be, on this car. 10. The charges levied by the Government for inspection and weighing grain in each consecutive year since 1912. 11. Whether grain arriving at a public terminal elevator in the Western Inspection Division, carrying a grade certificate and binned under Government supervision, as provided for by the Canada Grain Act, is subject to another inspection charge on being loaded out. If so, why the duplicate inspection. 12. Whether the weighing and inspection charges are based on the actual cost of the services rendered, and how this is determined. 13. Whether the owner of grain, the grade of which is in dispute with the Inspection Department and placed for survey, is entitled to a sealed portion of official sample the survey is determined on. If so, from whom he obtains same. Presented June 21, 1923. Hon. Mr. Stevens..... ....*Not printed.*

236. Return to an Order of the House of 16th April, 1923, for a copy of all correspondence, letters, telegrams and other documents passing between the Right Honourable the Prime Minister, the Honourable Minister of Railways and H. R. Grant, of Sydney Mines, Nova Scotia, or other persons, having reference to the transportation of liquor, over Canadian National Railways or other lines under the control of the Canadian National Railways, into the Province of Nova Scotia. Presented June 21, 1923. Hon. Mr. Stevens.....*Not printed.*

237. Return to an Order of the House of the 30th May, 1923, for a copy of all correspondence, telegrams, reports, memoranda and other documents, passing between the Department of Railways and Canals or the Department of Marine and Fisheries and Messrs. Fennell, Henry and Smith, in regard to the Grain Elevator System from Fort William to Montreal, during the years 1922 and 1923. Presented June 25, 1923. Mr. Coote.....*Not printed.*

238. Return to an Order of the House of the 14th May, 1923, for a return showing all orders for equipment placed by the Canadian National Railways since October 4, 1922, including orders for cars of different kinds, separately stated; for engines of different kinds, separately stated, with prices in each case or basis of prices, and comparison of such prices with last prices at which similar goods were ordered. The said return to contain also names of firms and location of factories, with whom such orders have been placed, and where same are to be filled. Also showing all correspondence and requisitions between officers of the companies and any member of the Government referring to the necessity for such orders. Presented June 25, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

239. Return to an Order of the House of the 12th February, 1923, for a copy of all correspondence, writings, documents, and as well a complete statement of regulations and conditions and full arrangements entered into between representatives of Canada and representatives of Great Britain in respect of the admission of Canadian store cattle and Canadian breeding cattle into Great Britain. Presented June 25, 1923. Rt. Hon. Mr. Meighen.....*Not printed.*

240. Return to an Order of the House of the 15th February, 1923, for a Return showing: 1. The number of officials of the Department of Agriculture who attended fairs during the nine months ended December 31, 1922, and what duties they fulfilled. 2. The total expense incurred by such officials. Presented June 25, 1923. Mr Leader..... ....*Not printed.*

Contents of Volume 6—*Continued*

241. Report of the Air Board, for the year 1922. Presented June 28, 1923.
Presented in printed form.

242. Return to an Order of the House of the 6th June, 1923, for a return showing all cases where fines and costs have been in whole or part remitted after conviction for violation of the Income War Tax Act of 1917, since January 1, 1922. Such return also showing at whose instance or at whose representation, verbal or otherwise, such remissions have been made, and also showing in each case when the law was or has been complied with by the delinquent. Presented June 28, 1923. Mr. Stewart (Leeds).....*Not printed*

243. Partial Return to an Order of the House of the 19th February, 1923, for a Return showing: 1. Names of the Government employees, temporary or permanent, employed in the city and district of Quebec who have been dismissed between October 15, 1911, and December 25, 1921. 2. Names of those dismissed following an inquiry. 3. Names of those dismissed without an inquiry. 4. How many of these employees have been reinstated, and on what dates. Presented June 28, 1923 Mr. Cannon.....*Not printed.*

244. Return to an Order of the House of the 11th June, 1923, for a copy of all communications passing between W. A. Dryden, of Ontario County, Ontario, and the Government of Canada or any member thereof, or any Deputy Minister thereof, and also all reports made by either W. A. Dryden, or Duncan Marshall, to the Government or any department thereof. Presented June 28, 1923. Mr. Maybee.
Not printed.

245. Partial Return to an Order of the House of the 19th February, 1923, for a Return showing: 1. Names of the civil servants employed in the various Government departments who are stationed in the city and district of Quebec. 2. On what dates they were employed. 3. On whose recommendation each appointment was made. 4. The nature of their employment and the salary of each. 5. The names of those who passed the Civil Service examinations. Presented June 28, 1923. Mr. Cannon.....*Not printed.*

246. Return to an Order of the House of the 11th June, 1923, for a Return showing 1. The requirements and procedure regarding liquor (spirits, wine and beer) exported from Canada (*a*) when drawback is allowed; (*b*) when liquor is duty paid. 2. A statement by years for the last ten years giving (*a*) the quantity of liquor manufactured in Canada; (*b*) the quantity of liquor imported into Canada; (*c*) the quantity of liquor exported from Canada (1) with drawback, (2) duty paid; (*d*) the quantity of liquor entered for consumption in Canada; (*e*) the gross revenue collected, customs and excise; (*f*) the gross amount rebated, customs and excise. Presented June 28, 1923. Mr. Good.....*Not printed.*

247. Return to an Order of the Senate, dated March 8, 1923, showing: 1. Was any fish trawler which was not registered in Canada allowed in 1922 to land fish at any maritime province port without payment of customs duty on its catch. 2. (*a*) From what trawler or trawlers was fish so landed. (*b*) What was the respective value of each cargo so landed. (*c*) At what port or ports were such cargoes landed. (*d*) On what date respectively was each cargo landed. 3. Under what (*a*) provision of the customs law of Canada or (*b*) other authority was any such cargo of fish allowed to be so landed. 4. Is it the policy of the Government of Canada to allow fish trawlers not registered in Canada and not manned by Canadian fishermen to land their catches at Canadian ports without payment of customs duty. Presented June 28, 1923. Hon. Mr. Tanner.....*Not printed.*

248. Return to an Order of the House of the 6th June, 1923, for a copy of all correspondence, letters, telegrams, reports and other documents, relating to the closing of the Soldiers' Comforts Branch at Toronto on June 20th next, of the Department of Soldiers' Civil Re-establishment. Presented June 29, 1923. Mr. Church.
Not printed.

249. Return to an Address to His Excellency the Governor General of the 11th June, 1923, for a copy of all letters, reports, agreements, telegrams, Orders in Council, and other correspondence, exchanged between the Government of Canada and the Government of the United States in reference to the International Deep Waterways Report, and a proposed agreement for the St. Lawrence Ship Channel, since the last session of Parliament, 1922. Presented June 29, 1923. Mr. Church.
Not printed.

Contents of Volume 6—*Concluded*

250. Return to an Address to His Excellency the Governor General of the 28th May, 1923, for a copy of all correspondence, letters, telegrams, Orders in Council and other documents, regarding the sale of a parcel of land, under Order in Council No. 811, dated April 26, 1922, to the Alberta Drainage Company, Edmonton, Alberta, containing by admeasurement 12,800 acres more or less. Presented June 29, 1923. Mr. Kellner..... .....*Not printed.*

251. Return to an Order of the House of May 7, 1923, for a Return showing: 1. The total number of employees, both permanent and temporary, of the Dominion Government as of thirty-first of March last, (*a*) in the inside service, and (*b*) in the outside service. 2. The total cost to the Dominion for the last fiscal year in salaries and allowances of, (*a*) the inside service, and (*b*) the outside service. Presented June 29, 1923. Mr. Hanson..... *Not printed.*

252. Partial Return to an Order of the House of the 5th March, 1923, for a Return showing the various technical and professional officials appointed to the Civil Service of Canada during the years from September, 1911, to December, 1922, both years inclusive, with a statement showing the salaries of each official, the qualification of each official and the method employed by the Civil Service Commission to select each said technical and professional official; also a detailed statement naming the examiners in each case and the office to which the party selected was appointed. Presented June 29, 1923. Mr. Martell.....*Not printed.*

253. Return to an Order of the House of the 13th June, 1923, for a copy of all correspondence, telegrams, papers, writings and documents of any kind, passing between any member or Department of the Government and the Canadian National Railways or Canadian Mercantile Marine managers or directors or officers, since January 1, 1922, relating in any way to the vessels of the Canadian Mercantile Marine, their use or suitability, or making in any way recommendations as to sale or other disposition of said vessels. Presented June 29, 1923. Sir Henry Drayton. *Not printed.*

254. Return to an Order of the House of the 6th June, 1923, for a Return showing: 1. By what method or in accordance with what principle the insurance business, arising out of the transactions of the Soldiers' Settlement Board at Edmonton is distributed. 2. To what persons, firms or companies, acting as agents for insurance companies and resident in Edmonton, this insurance business was given in—(*a*) year 1921, and (*b*) year 1922, and the premiums paid to each of such persons, firms or companies. 3. To what persons, firms or companies, acting as agents for insurance companies, and resident in Edmonton, this insurance business was given from January 1, 1923, until the present time, and the premiums paid to each of such persons, firms or companies. 4. Whether any of the persons above mentioned have had no service overseas in the late war. If so, who. 5. Whether it is the policy or the intention of the Government to give any of the insurance business, arising out of the transactions of the Soldiers' Settlement Board at Edmonton, to persons who did not serve overseas in the late war. 6. Whether it is the policy or the intention of the Government to distribute the business of insurance, arising out of the transactions of the Soldiers' Settlement Board at Edmonton, to a list of selected persons. If so, the names of these persons. Presented June 30, 1923. Mr. Boys.....*Not printed.*

FIFTY-FIFTH ANNUAL REPORT

OF THE

FISHERIES BRANCH

DEPARTMENT OF MARINE AND FISHERIES

FOR THE YEAR

1921-22

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

[No. 29—1923]

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B., G.C.M.G., M.V.O., Governor General and Commander in Chief of the Dominion of Canada.

May it Please Your Excellency:

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the fifty-fifth annual report of the Fisheries Branch of the Department of Marine and Fisheries.

I have the honour to be,

Your Excellency's most obedient servant,

E. LAPOINTE,
Minister of Marine and Fisheries.

Department of Marine and Fisheries,
Ottawa, July, 1922.

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DEPUTY MINISTER'S REPORT

To the Honourable Ernest Lapointe,
Minister of Marine and Fisheries.

Sir,—I have the honour to submit the fifty-fifth annual report of the Fisheries Branch of the department, which is for the fiscal year ended March 31, 1922. The report deals with the following subjects:—

Review of the Fisheries of 1921.
Operation of the Fish Inspection Act.
Operation of the Meat and Canned Foods Act.
Fisheries Statistics.
Bait Reporting Service.
Scouting for Mackerel.
Fishing Bounty.
Fish Culture.
Fishways.
Work of the Biological Stations.
Natural History Observations.
International Efforts to Replenish the Fraser River.

Appendices to the report include the following:—
Reports of Chief Inspectors of Fisheries.
Fisheries Expenditure and Revenue.
Summary of Licenses issued.
Entries of United States Fishing Vessels.

Review of the Fisheries of 1921

The fishing industry was carried on during the year 1921 under the most trying conditions. The marketing of fish and fish products was found to be difficult, and prices fell to a figure which made it unprofitable for fishermen, in some districts of the Atlantic coast especially, to carry on. Production was thus much less than it otherwise would have been. It is not very surprising, therefore, to find that the marketed value of all fish and fish products for the year under review amounted to $34,931,935. This total, which is the lowest since 1914, is over $14,000,000 less than for 1920, and $25,000,000 less than the peak value which was reached in the year 1918.

On the face of it this big decrease is a very serious one, but there are already abundant signs of improved marketing conditions for the product of the 1922 season, and it may be confidently assumed that the annual value of our fisheries has not only touched rock bottom, but will begin to rise steadily if more slowly than under the artificial conditions brought about by the late war. The total value for 1921 and that for 1920 was contributed to by the various provinces as follows:—

	1921	1920
Nova Scotia	$ 9,778,623	$12,742,659
New Brunswick	3,690,726	4,423,745
Prince Edward Island	924,529	1,708,723
Quebec	1,815,284	2,592,382
Ontario	3,065,042	3,336,412
Manitoba	1,023,187	1,249,607
Saskatchewan	243,018	296,472
Alberta	408,868	529,078
British Columbia	13,953,670	22,329,161
Yukon	28,988	33,100
	$34,931,935	$49,241,339

ATLANTIC FISHERIES

Cod, Hake, Haddock, and Pollock.—Owing to low prices and poor marketing conditions the aggregate catch of the four kinds named for 1921 was 2,509,928 cwts., against 2,707,059 cwts. for the preceding year. Hake, pollock and haddock, chiefly the last named, were accountable for the decrease. The landings of the Lunenburg Bank fishing fleet were rather less than in the preceding year. This was due to the fact that fewer vessels were engaged in the fishery. The average catch per vessel was actually greater than for many years.

Mackerel, Herring and Sardines.—Mackerel were generally more abundant than in the preceding year. The quantity landed in Nova Scotia, New Brunswick and Prince Edward Island, in the aggregate was approximately 18,000 cwts. greater, but this increase was almost neutralized by a decrease of 15,000 cwts. in the Quebec catch, mainly at the Magdalen islands.

Low prices and a poor demand for smoked round herring adversely affected the herring fishery. The total catch amounted to 637,414 cwts., against 935,122 cwts. for the preceding year. All the provinces shared in the decrease.

The sardine catch of the Bay of Fundy was the smallest for many years. As a result of the still disorganized state of the canned sardine trade the packers had difficulty in marketing the packs of the three preceding years. Consequently, prices were low and fishermen found it unremunerative to operate their weirs.

Other Sea Fish.—The halibut catch was greater by 7,600 cwts., while the catch of swordfish was more than double that for the preceding year. Albacore, flounders and tomcod were taken in about the average quantities.

Shell-fish.—The lobster fishery suffered considerably from inactivity as a result of the low prices, which caused a number of fishermen to cease operating. While the total catch was 6,360 cwts. less than that for the preceding year, some of the provinces actually produced a greater quantity. There was a decrease of 19,000 cwts. in Prince Edward Island, and of 8,000 cwts. in Quebec. Nova Scotia on the other hand produced 17,000 cwts. more, while New Brunswick also had an increase of over 4,000 cwts. It should be noted, however, in connection with the Nova Scotia increase that had it not been for the special fishery season allowed at the end of 1921, which produced 33,000 cwts., there would have been a decrease of 16,000 cwts. as compared with the regular fishing season in the preceding year.

There was a gratifying increase in the catch of oysters. All the provinces show greater catches, New Brunswick especially so. The increase amounted to 4,000 barrels.

Clams also were taken in larger numbers in all the provinces except Nova Scotia. The total increase amounted to 2,777 barrels.

The catch of scallops was approximately 1,500 barrels greater than in the preceding year.

River Spawning Fish.—The salmon fishery, which had been showing diminished catches for some years, suddenly produced an increase of 14,000 cwts. over the catch of 1920. That year, however, was much below an average one.

The smelt fishery was successfully prosecuted, and resulted in an increase of 25,000 cwts. as compared with the preceding year's catch.

The fishery for alewives or gaspereaux gave very meagre results. The catch was not more than about one-third of that of the preceding year. In the Harbour of St. John, New Brunswick, where the bulk of the total catch is usually taken, the fishery was almost a failure.

INLAND FISHERIES

The lakes of the Prairie Provinces produced in the aggregate a somewhat greater quantity compared with the production in the preceding year. There was a decrease in value, however, of $400,084. Notwithstanding a smaller number of men engaged in fishing, the catch in Alberta for commercial purposes showed a slight increase. An establishment for canning, smoking and salting fish was erected on the shore of lake Athabasca in the summer of 1921, and put in operation daily during the last half of September.

Fewer fishermen operated in Saskatchewan owing to the depressed condition of the markets in the first half of the year. The commercial catch, consequently, was slightly less.

There was an increased catch in the lakes of Manitoba.

The St. John River district in New Brunswick produced a slightly greater catch with a considerably greater value.

PACIFIC FISHERIES

Salmon.—The salmon pack of British Columbia amounted to 602,657 cases of all kinds. This is a little more than half the number of cases packed in the preceding year. The greatly decreased pack was due in a large measure to the lack of demand for the cheaper grades, such as pinks and chums, as a result of the oversupply in recent years. Unfortunately, however, the pack of the more valuable sockeye was a very poor one. Not only was this the case in the Fraser River district, where dwindling runs of this variety are now noted without surprise, but it was equally so in the Naas, Skeena, Rivers Inlet, and outlying districts of the north. Spring salmon were fairly abundant in some of the northern districts, and the pack of this variety was greater. It was much less, however, in the Fraser River and Vancouver Island districts.

Halibut.—This fishery resulted in the landing of 325,868 cwts., against 238,770 cwts. for the year 1920. Nearly two-thirds of the total landings in British Columbia were made by United States vessels, mainly at Prince Rupert, where catches were disposed of and the vessels outfitted before returning to the fishing grounds.

Herring.—These fish were as abundant as ever on the west and east coasts of Vancouver island. The quantity landed annually varies as a rule with the condition of the markets, and the demand. The catch for 1921 was somewhat less than that for the preceding year owing to the temporary slackness in the demand for dry salted herring from the Orient. The demand for herring cured in the Scotch style was better in the eastern part of the United States. Efforts were made to pack a much larger quantity. A sufficient quantity of fish of the right quality was not secured, however, and the pack, although double that for the preceding year, fell far short of what was prepared for. Several companies operated purse-seines for herring at places within thirty miles of Prince Rupert during the season, and a very considerable quantity was taken. The fish were mainly disposed of for bait.

Pilchards.—These are very abundant on the west coast of Vancouver island. They are mostly canned. The pack of 1921 was only 16,091 cases, whereas the one for the preceding year amounted to 91,929 cases. The smaller pack was due altogether to poor market conditions. New outlets have been recently found for the canned product, however, and it is anticipated that the pack will increase in volume annually.

Other Sea Fish.—In addition to the foregoing, which constitute the chief kinds landed in British Columbia, such varieties as cod, flatfish, smelts, sturgeon, oysters, clams, etc., were landed in the usual quantities. These taken together contribute a considerable part to the total annual value.

Whales.—The market conditions were not such as to warrant the operation of the British Columbia whaling stations during 1921. Consequently there were no whales reported as having been landed.

Inspection of Fish

Inspection of pickled fish and the barrels in which such are packed and marketed, was carried on during the season of 1921, under authority of the Fish Inspection Act as amended in 1920.

Under the original Act, packers of fish and makers of barrels were not obliged to either comply with the Act's requirements or submit their product for inspection. The amended Act, however, does make it necessary to have both fish and barrels in accordance with its provisions, and provides a penalty for infringement thereof. It also empowers inspectors to examine all pickled fish barrels and fish whenever and wherever it is convenient to do so.

The obligatory provisions in the Act entailed a much greater amount of supervisory and inspection work at the coopers' shops, the curing places and the chief receiving and shipping ports. The work was undertaken by a staff of four permanent and six temporary, or seasonal inspectors on the Atlantic coast, while one temporary inspector looked after the work in British Columbia during the fall and winter herring fishery there. The inspectors examined, approximately, 60,000 barrels of herring, mackerel, alewives and salmon. The number examined in the preceding year under voluntary inspection was 8,082 barrels.

The past season being the first in which the new Act was enforced, and as considerable stocks of empty barrels were carried over from the preceding year, it was found extremely difficult to rigidly compel compliance with all its provisions. A good deal of leniency was, therefore, exercised in using the power granted for prosecuting and penalizing offenders.

In every case, however, where a defect was discovered either in the barrel or fish, the inspector placed an official mark on the package to denote wherein they fell short of the requirements. He, at the same time, informed the barrel maker or packer personally, or by letter, of the shortcoming, and warned against its recurrence. This had the effect of bringing about good results with the least interruption of trade or irritation of traders.

Under this fostering system of inspection there has taken place all over the coast, a very remarkable improvement in the barrels now used for marketing pickled fish. The old leaky barrel of varied size and capacity, slimly held together with wooden hoops alone is being rapidly displaced by a strongly made, tight barrel of a standard size securely bound by iron hoops on the end.

As proof of the value and importance of the educative work that has been done in the barrel-making branch of the industry by our inspectors, and the excellent results already achieved, a number of letters of appreciation have been sent to the Department from time to time. Lack of space prevents the publication of all of these. One from a large firm of barrel makers in Nova Scotia, whose barrels, from the point of view of tightness and strength were previously not very greatly in favour, may be printed as a sample.

> "We are getting quite a good demand for our barrels, and we are pleased to say that our customers all seem well pleased with them.
>
> "We have to thank you for a large share of our success in giving them the kind of barrels that are satisfactory. Your advice has been worth a lot to us. We can assure you we appreciate all you have done in trying to help us to produce a better make of barrel."

Improvement in the handling and curing of the fish is also very noticeable, although not yet to the same extent as in barrelmaking. An extract from a letter of a large dealer in, and exporter of, fish, will sufficiently indicate what has taken place in the curing and packing as a result of the work of our inspecting officers.

> "The majority of the fishermen are honest, but you can hardly blame Tom Brown, when he sees his neighbour, John Smith, packing 160 pounds to a barrel and getting the same price as he (Brown) gets for 200 pounds, if he also begins packing light weight. It is not a secret in the trade that this practice had become practically universal previous to last year. We are, as you know, enthusiastic supporters of the Act, and while there may yet be room for improvement, we found conditions so much better in handling salted herring the past season that we would sooner give up this line of business than revert to the old haphazard system."

One other extract from a letter of a Nova Scotia dealer to one of our inspectors may be noted.

> "We also take this opportunity to tell you that your efforts are showing splendid results. The packages are clean and well coopered, and most of the fish bright, well salted and pickled. The general appearance of products is to-day much better than ever before."

Those concerned with the shipment of dry salted herring from British Columbia to China have, from time to time, complained of the lack of uniformity in the cure of the fish, the size of the packages and the weight of fish contained in them. With a view to overcoming these conditions and setting the business on a more reliable basis, the department has been requested by the packers of and traders in this product to bring it under the provisions of the Inspection Act and establish standards for the cured fish and packages.

With the approval of the packers, a code of regulations dealing with this particular branch of trade is now being prepared, and it is expected that dry salting operations will be carried on next season under the supervision of this department's officers.

Cannery Inspection

The provisions of the Meat and Canned Foods Act, in so far as they apply to the canning of fish and shellfish, are enforced by the department's outside staff of fishery officers. Under those provisions, canneries, the raw material to be used for canning, the whole process of canning and the canned product, including the labelling and designating of such, are subject to inspection.

During the canning season of 1921 there were in operation on the Atlantic coast 536 lobster canneries, three sardine canneries and twenty canneries in which clams and scallops and fish such as mackerel, cod, haddock and herring were canned. On the Pacific coast there were in operation fifty-seven salmon canneries, two herring and pilchard canneries and one clam cannery. At Lake Athabaska in Alberta a fish cannery was completed and operated towards the end of the season. The total number of formal inspections made and reported on during the season was 2,342. There were many more inspection visits to canneries which were not formally reported.

In view of the number of complaints as to the quality and colour of canned lobster meat turned out by some of the canneries on the Atlantic coast, the administrative officers of the department arranged with the Biological Board to carry on a campaign of education amongst the canners concerning the causes of deterioration.

By direction of Dr. Knight, chairman of the Biological Board, demonstrators went from one cannery to another during the 1921 season showing by means of a miniature laboratory the growth of bacteria under unsanitary conditions and how discoloured and inferior quality of meat result therefrom.

The demonstrations were confined to Prince Edward Island. As a result thereof a pronounced improvement in the quality of the fall pack on the island was noticeable. This educational work is being extended to canners in Nova Scotia and New Brunswick during the 1922 packing season.

The Meat and Canned Foods Act provides that all canned fish imported for sale in Canada must comply with certain requirements as to labelling, weight, quality, etc. Packers or shippers of such in other countries are further required to furnish a declaration that their product has been manufactured from sound raw material and under proper sanitary conditions. The imported goods are, besides, subject to such inspection in Canada as may be deemed necesary in order to ascertain whether they conform to the requirements of the Act.

Many importations were held up in the course of the year because of improper labelling, while some were destroyed as unfit for consumption.

Fisheries Statistics

The usual work of collecting, compiling and publishing monthly, quarterly and annual statistics of the fisheries was carried on by the Statistical Branch of the department. In addition thereto a start was made in the past year to collect special statistical information concerning the quantities and kinds of fish taken on the various fishing banks for the use of the International Committee appointed to direct scientific investigations of the deep sea fisheries on the western side of the Atlantic.

A number of deep-sea vessel captains have been supplied with forms for this purpose. The information sought on the forms covers the number of days spent in actual fishing on each trip, the exact location of the ground fished on each day, the catching power used and the quantity and kind of fish taken per day.

It is hoped that with the full co-operation of the vessel captains much valuable data relative to the fluctuations in the abundance of fish on the various fishing banks will by this means be secured in the near future.

Bait Reporting Service

By means of the bait reporting service which has been in operation on the Atlantic coast since 1913, Masters of fishing vessels as well as others directly interested, were provided with information regarding bait supplies at various points along the coast, throughout the spring, summer and fall. Information regarding the landing of bait at various points along the coasts of the Maritime Provinces and Magdalen Islands was gathered by the officers of the department and transmitted daily by telegraph to certain ports, where the information was posted in conspicuous places. The information was also published free by the Halifax daily papers.

During the spring months telegrams reporting ice conditions and bait supplies were forwarded from Souris, P.E.I., Magdalen Islands and North Sydney, C.B., to Canso, Halifax and Lunenburg.

Throughout July and August information regarding bait supplies at points along the coasts of Halifax and Guysboro counties was transmitted by telegraph to North Sydney, Canso, Halifax, Lunenburg, Shelburne, Lockport and Yarmouth, while similar reports were also forwarded from Lockport to Halifax and Canso.

During the fall, from the first of September until the middle of November, telegrams were forwarded from Campobello, N.B., to Digby, Yarmouth, Barrington Passage and Lower East Pubnico, N.S., giving information concerning bait supplies in Charlotte and St. John counties, N.B. The above information was also transmitted by telephone from Barrington Passage to Clark's Harbour, Woods Harbour, and Port LaTour, N.S.

Scouting for Mackerel

As in the preceding year the Fisheries Protection cruisers which annually follow the movements of the United States mackerel purse-seining fleet were instructed to observe the location and movement of the schools of mackerel as they approached the Nova Scotia coast and to send wireless reports daily to shore giving the results of their observations. The wireless messages were repeated by telegram to points along the coast for the purpose of keeping fishermen advised concerning the movement and volume of fish. This information is also utilized by those engaged in studying the natural history of the mackerel.

Cruising began off the western end of Nova Scotia early in May. On the 7th of that month a school of mackerel was seen off the county of Yarmouth. On May 11 and 12 two bodies of mackerel were discovered thirty to thirty-seven miles south of Cape Sable. These were moving in on the coast, one upon the east and the other on the west side of Brown's bank. Part of the school on the west side of the bank seems to have moved to the north and in conjunction with the school seen off the Lurcher shoal spread out along the western shore of Nova Scotia from cape Sable to Port Maitland, where, diminishing in size, it remained until the middle of June, the fish having then presumably spawned and disappeared.

The main body of the schools on the east and west of Brown's bank came together and moved eastward between Roseway and the La Have banks. Part of the school proceeded towards the shore on the north of Roseway bank and on the 17th of May the fish were being taken about fifteen miles off McNutt's island, in Shelburne county; on the 21st twelve miles off the western end of Queen's county and on the 24th off La Have by United States seiners. On the 26th the main body reached Sambro bank, off Halifax harbour, where it remained for four or five days and where twenty-eight United States seiners operated successfully.

The fish then moved further to the east followed by the American seining fleet and on the 31st May were fifteen miles off Sheet harbour, on June 1 off Liscombe and on June 3 and 4 off Whitehead and Canso, about six miles.

The greater part of the main body then continued east along the coast of Cape Breton and passed Scatarie about six miles off. It proceeded north and east close to the shore until cape North was reached when it turned into the gulf, part of it striking the Magdalen islands and part turned southward and westward towards Prince Edward Island. On June 21 the main movement seemed to come to a stop four or five miles off shore between East Point, Prince Edward Island, and Malpeque, Prince Edward Island, where such of the fish as still formed the main body, having reached the spawning stage, deposited their spawn. From the time the fish struck the western part of Nova Scotia portions of the main mass were left behind at points along the coast and as fishing continued for some time after the mass of fish had passed, they presumably spawned where they remained when the time came for that operation.

Fishing Bounty

Under the authority of "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels," the sum of $160,000 is appropriated annually by the department and paid to fishermen of the eastern Maritime Provinces. The bounty is distributed under regulations made from time to time by the Governor in Council.

For the year 1921, payment was made on the following basis:—

To owners of vessels entitled to receive bounty, $1 per registered ton; payment to the owner of any one vessel not to exceed $80.

To vessel fishermen entitled to receive bounty, $7 each.

To owners of boats measuring not less than 13 feet keel, $1 per boat.

To boat fishermen entitled to receive bounty, $5.30 each.

There were 11,674 bounty claims received and 11,654 paid. In the preceding year, 9,671 were received and 9,664 paid.

The total amount paid was $159,449.80, allocated as follows:—

To 586 vessels and their crews, $46,147.30.

To 11,068 boats and their crews, $113,302.50.

EXPENDITURE, 1921

County	Boats	Men	Amount	Vessels	Tons	Average Tons	Men	Amount	Paid	Rej.
			$ cts.					$ cts.		
Annapolis	144	239	1,410 70	1	60	60	19	193 00	145	
Antigonish	133	196	1,176 20						133	
C. Breton	301	532	3,119 80	16	217	14	56	609 00	317	3
Cumberland	3	6	34 80	1	11	11	3	32 00	4	
Digby	385	656	3,870 80	4	117	29	18	243 00	389	1
Guysboro	729	1,208	7,133 80	54	828	15	249	2,573 40	783	
Halifax	1,203	1,695	10,195 10	61	904	15	265	2,765 00	1,264	1
Inverness	341	723	4,191 30	22	321	15	101	1,039 20	363	
Kings	43	64	382 20						43	
Lunenburg	680	865	5,270 90	141	8,046	57	1,994	22,038 90	821	1
Pictou	45	67	400 10						45	
Queens	191	327	1,924 10	13	238	18	65	693 00	204	
Richmond	425	674	4,000 60	26	449	17	120	1,289 00	451	4
Shelburne	518	1,031	5,983 30	28	804	29	198	2,196 00	546	
Victoria	321	512	3,037 00	10	158	16	43	459 00	331	
Yarmouth	82	190	1,089 00	25	1,317	53	391	4,060 00	107	
	5,544	8,985	53,219 70	402	13,470	33	3,522	38,190 50	5,946	10
Charlotte	361	633	3,556 20	6	91	15	23	252 00	367	
Gloucester	194	446	2,566 29	152	2,252	15	655	6,859 80	346	
Kent	82	174	1,004 20	7	71	10	16	183 00	89	
Northumberland	1	3	16 90	1	21	21	4	49 00	2	
Restigouche	3	8	45 49	1	11	11	3	32 09	4	
St. John	7	13	75 90						7	
	648	1,247	7,264 80	167	2,446	15	701	7,375 81	815	
Kings	410	572	3,457 69	2	31	16	3	52 00	412	
Prince	349	703	4,113 30	7	99	14	23	260 00	356	
Queens	116	257	1,478 10	2	24	12	4	52 00	118	
	875	1,532	9,049 09	11	154	14	30	364 00	886	
Bonaventure	393	687	4,119 70	1	11	11	3	32 00	394	8
Gaspe	2,623	5,129	30,259 10	5	60	12	17	185 00	2,628	
Rimouski	138	215	1,294 70						138	1
Saguenay	847	1,333	8,095 50						847	1
	4,001	7,364	43,769 00	6	71	12	20	217 09	4,007	10
Totals	11,068	19,128	113,302 50	586	16,141	28	4,273	46,147 30	11,654	20

Fish Culture

Fish cultural operations during the calendar year 1921 embraced the fresh-water and anadromous species only, and were confined almost entirely to the more important commercial food fishes, such as Atlantic salmon in the east; whitefish, salmon trout and pickerel in the interior, and the Pacific salmons in the west.

A large part of the whitefish and pickerel eggs, and practically all the salmon trout eggs were obtained from the commercial catch, and the department is, therefore, largely dependent upon the co-operation rendered by and the success of the fishermen, for such eggs. The success or failure of the work is affected in many ways, but the weather conditions during spawning period is the principal factor. If it were not for the hatcheries, these eggs would be a total loss so far as the maintenance and replenishment of the fisheries is concerned.

The commercial species in the interior were distributed in a free-swimming stage, after the food sac was absorbed, on the natural spawning areas, and largely where the eggs were collected. The sporting varieties—speckled trout in the east, and rain-

bow and cutthroat trout in the west—were handled in limited numbers. After adequate return was made to the waters in which the eggs were collected, the most of the balance was distributed in response to applications in public water. Small allotments were also made to privately controlled or leased areas on the payment of nominal prices and transportation expenses.

COLLECTION OF EGGS

Climatic conditions were extremely bad during the egg-collecting season in some districts, and were reflected in the number of eggs of some species that were obtained. Atlantic salmon rivers generally were in a satisfactory condition, and there were more salmon on the spawning beds than there have been for years in all the rivers where parent salmon are taken. Weather conditions on these salmon rivers were generally favourable and the full supply of eggs was readily obtained.

A change was made this season in the method of purchasing salmon for the St. John pond. Previously the salmon were bought from the commercial fishermen at their nets and transferred to the retaining pond by departmental officers. The number of salmon obtained in recent years has been small and the cost of the eggs was relatively high, as the overhead expenses under this method are the same for a few fish as they are for the full number that this pond will accommodate. This season the fishermen were paid for the salmon delivered by them in a satisfactory and acceptable condition at the pond. They, therefore, reaped any benefit there might be from careful handling, and this condition, coupled with the return of the fishing to normal, resulted in the pond receiving three times as many salmon as it did in 1920.

The salmon trap and retaining pond in the estuary of the York river, Gaspe basin, was suspended and the upper portions of the York river were inspected early in the season for the purpose of locating a suitable site for a trap-net and a retaining pond. No place was found where it was considered desirable to make the necessary outlay, and further tests were made during the summer with a trap or pound-net in the outer harbour. These tests were so encouraging that arrangements are being made with local fishermen to rearrange their nets and make them suitable for taking salmon for hatchery purposes next season. Towards the end of September two hundred and seven parent salmon for the current season were caught in seines operated by the hatchery staff in the Upper York above the best angling pools, and one hundred and fifty-six were caught in the Barachois river.

Twenty-three thousand landlocked salmon or ouananiche eggs were collected in the Metabetchouan river, Lake St. John district, Quebec. The location is rather isolated and the facilities for transferring green eggs therefrom are not favourable. It is, therefore, not advisable to continue operations in this direction until a hatchery for eyeing the eggs on the ground, and a suitable pond for retaining the parent fish through the summer, are provided. An initial effort was made by the acting superintendent of the Bedford hatchery to raise the importance and grade of that establishment by an independent collection of speckled trout eggs in that part of Nova Scotia. Water levels were away below normal and consequently the collection was not large although sufficient to justify further work along the same lines next year.

Whitefish were not as plentiful in two of the more important areas, and severe weather necessitated the liberation of quite a number of fish before they were stripped and the closing of operations at two points, consequently the total collection of whitefish eggs fell a little below the record collection of last year. All previous collections were exceeded in the Bay of Quinte and Georgian Bay districts. The grounds around Pelee island, lake Erie, were better organized and last year's collection in that particular area was doubled. There was a slight falling off in lake Erie, as a whole, in the Lake of the Woods, lake Winnipeg and lake Winnipegosis.

The weather during the salmon trout season was more favourable than usual and last year's collection was doubled. The collections were larger in all areas than they were last year. The largest increases were made in the districts covered by the Southampton and Port Arthur hatcheries. In the Great Lakes a low water temperature retarded the development of the fish in the retainers and the collection of pickerel eggs was small, but an increased collection in the Lake of the Woods district and lake Winnipeg brought the total above that of the previous year. In recent years a goodly number of pickerel have been caught in the commercial nets in the Point Edward district, lake Huron, early in the spring, but with the approach of the spawning season the catch fell off and consequently comparatively few eggs were available. An effort was made to hold these early fish in large pound-net retainers anchored alongside the commercial nets. This did not prove successful as the water was of such low temperature that the fish hardened instead of ripening.

In British Columbia climatic and water conditions as a whole were the worst in so far as the collection of eggs was concerned that have been experienced by the oldest hatchery officers. The unusual freshets washed out the hatchery pens and fences in several streams and id an enormous amount of damage to the spawning beds. In spite of these unfavourable conditions the total collection of sockeye in each of the four important hatchery areas was larger than it was in the corresponding year of the cycle. The run of sockeye to the Lower Fraser, particularly the Harrison and Cultus Lake districts was small, while an unusually heavy run—nearly five times as large as that of the preceding cycle year of 1917—occurred in the Birkenhead river. Quite a large number of sockeye, spring and coho salmon were seen on the spawning grounds of Shuswap lake and Thompson river, and more sockeye reached Stuart lake and its tributaries than in any year since 1913. The run of sockeye to the early spawning streams at the head of Owikano lake, Rivers inlet, was small, while the late streams generally were well stocked and some of them carried more salmon than they did since 1913. The best previous collection of eggs was exceeded by several millions. All the creeks and the more important spawning grounds of the Babine Lake district, with the exception of the lower Babine river, carried a good run of sockeye and were well seeded, while the run to the Lakelse lake was up to the average of the off years that occur in each cycle of four in this region. Sockeye were even more numerous in the Anderson Lake district than they were during the large run of last year, and the spawning grounds were heavily seeded. These spawning grounds were not damaged by the freshets to the same extent as were those in the lower portions of the Fraser and Skeena rivers, but there will undoubtedly be some loss of eggs and fry through receding water levels. The run to the Kennedy lake district was small and of short duration. It was somewhat similar to, although better than, the run of the preceding cycle year of 1917. This improvement was reflected in the seeding of the spawning grounds and the number of eggs collected. The run of spring and coho to the Cowichan lake district was heavy and in the opinion of some of the oldest residents was the largest they have ever seen. The unusual freshets in all the coast regions of British Columbia increased the cost and interfered to a large extent with the collection of eggs. They also did an enormous amount of ldamage to the spawning beds a though the high water no doubt allowed a larger number of fish to escape from the commercial nets than would have been the case had normal conditions prevailed. These freshets did not extend to the Shuswap and Stuart lakes so that the spawning grounds of these regions were not damaged in that way.

The Highwood river and its tributaries were thoroughly inspected with a view to locating points where cutthroat eggs might be obtained for a small hatchery in that district. The ground was thoroughly covered, but trout were extremely scarce and nowhere found in sufficient numbers to warrant any expenditure in the way of a hatchery.

The total collection of eggs of the different species made during 1921 was as follows:—

Atlantic salmon	31,917,500
Ouananiche	23,000
Cutthroat trout	613,860
Steelhead salmon	94,900
Kamloops trout	460,000
Sockeye salmon	79,930,550
Spring salmon	2,444,300
Albino spring salmon	9,000
Coho salmon	1,314,750
Pink salmon	4,911,000
Speckled trout	560,000
Whitefish	744,399,500
Salmon trout	40,186,500
Pickerel	215,723,000
	1,122,592,860

In addition to the eggs collected, six hundred thousand rainbow trout eggs and nine hundred and eighty thousand speckled trout eggs were purchased from commercial firms; five hundred and seven thousand rainbow trout eggs, two hundred thousand cutthroat trout eggs, eight hundred thousand speckled trout eggs and eighty-five thousand brown trout eggs were received from Federal and State Departments of the United States in exchange for Atlantic salmon eggs.

Under an arrangement made with the Department of Game and Fisheries, concurred in by this department, the officers of the Federal hatchery at Cape Vincent, N.Y., collected whitefish and lake herring eggs in Canadian waters on the Ontario side of the boundary line. This department is indebted to the United States Bureau of Fisheries for a present of 28,215,000 whitefish from the surplus collection at the Cape Vincent hatchery. These eggs were placed in the Kingsville hatchery. It is also indebted to the Department of Game and Fisheries, Toronto, for 18,750,000 pickerel eggs that it collected in Hay bay, Bay of Quinte. These eggs were placed in the Thurlow hatchery and a portion of the resulting fry were placed at the disposal of the provincial department for stocking waters that are not as readily accessible from its own hatcheries. A surplus collection of 1,568,000 salmon trout eggs, included in the above statement, from this department's hatchery at Wiarton was turned over to the provincial hatchery at Sault Ste. Marie, Ont.

REARING OF FINGERLINGS

Greater attention was given to the rearing and feeding of fry, and the distribution of advanced fry and fingerlings was increased by one hundred and forty-two per cent., or from nine and a half to twenty-three millions. The existing ponds and tanks were extended at several hatcheries, and natural ponds in the shape of creek beds in which the water is readily controlled were utilized in all instances where suitable conditions of this nature were found within reasonable distance of the hatcheries.

The question of food is one of the greatest problems in the feeding of fry, particularly at the isolated hatcheries. Many kinds of food have been tried, prepared in different ways and fed in different rotations. Raw beef liver would appear to produce the best growth, but it is somewhat expensive and cannot be shipped in a frozen state to the remote hatcheries. Fishotein, a prepared food, is a good standby as it will keep almost indefinitely, but the fry soon tire of it and appear to sicken if fed on it for any length of time. The "ball" method of feeding canned salmon, which apparently originated with Superintendent Gibbs, of the Babine hatchery, has been followed with satisfactory results at several hatcheries in British Columbia. The salmon is properly ground and then made into small balls with a stone in the the centre to keep them from floating. The balls are placed in an egg-basket, the

sides of which have been cut down and lowered to within three or four inches of the bottom of the pond. There is very little waste and any residue is readily removed without fouling the ponds. The paddle wheel automatic feeder was very effective with canned and fresh fish, particularly at outlying ponds, as by filling them night and morning a steady supply of food is provided.

The success previously referred to that is to be met with from distributing fry in lakes that are barren of fish life and in which natural fish food is abundant was amply demonstrated during the past year. The necessary protection from other fish is provided and the cost of feeding is eliminated. The greater part of the sockeye fry distributed in Grace lake at the headwaters of Morris creek, near the Harrison lake hatchery, in April, 1920, left the lake during the following July and August when they had attained a length of three inches. Similarly sockeye fry placed in Hicks lake in June, 1920, migrated therefrom in May of the following year. The first to migrate were eight inches long and they gradually decreased to five inches as the migration progressed.

There are undoubtedly numerous lakes in the mountainous regions which meet the requirements up to a certain point, but they are not always conveniently accessible to the several hatcheries or the outlets are not always such as can be negotiated safely by the young fish when passing out on their way to salt water. In some cases an impassable fall will prevent the safe descent of fry and unless some reasonably inexpensive means can be devised for the safe passage, such lakes can be of no use for the purpose required. At certain points it is convenient to transfer young fry from the hatcheries, but at others it is necessary, on account of the distances and other difficulties of transportation, to use eyed eggs by either planting them in the gravel in the inlets or in temporary hatching troughs. This inexpensive and efficient system is being developed at all points accessible from the hatchery where the desired conditions are found to the fullest possible extent.

EQUIPMENT

A highly efficient box by means of which eyed eggs can be planted in suitable localities under water, in such manner as to insure all of them being at a suitable depth below the level of the stream bottom, was perfected by the District Inspector of Hatcheries for British Columbia. With this box the eggs can be planted in quite rapid water, which is so often found on the spawning beds of the salmon. This box facilitates the stocking of suitable areas to which it is not feasible to convey fry from the hatcheries; it facilitates the stocking of sparsely seeded areas with eggs from heavily or over-seeded streams, and it permits such plantings being made with eyed eggs that are 100 per cent fertilized after the freshet season, which guards against the destruction of the ova by the scouring out of the stream beds, receding waters; ducks, gulls and other natural enemies. Certain tributaries of the Upper Fraser and other isolated waters have been stocked in this way.

A graduated whitefish hatching jar has also been perfected, and it will take the place of the present jars as replacements are necessary. The graduations are of the greatest convenience in calculating the egg contents of the hatcheries at any time. This improvement was first suggested by the District Inspector of Hatcheries for the eastern division. The superintendent of the Pemberton hatchery experimented rather fully in handling green sockeye eggs in different ways, and is of the opinion that the loss is smallest when the eggs are transferred and laid down in the troughs while they are still in a soft state and before they are water-hardened. His conclusions are in line with those arrived at by the superintendent of Harrison lake, in the tests made by him some years ago at Cultus lake. This method is apparently limited in its application as it has been found successful only with eggs that can be placed in the hatchery troughs shortly after they are taken.

An experiment was carried out with a view to finding out the result of the vibration of a seaplane on eyed eggs when they are being transported from one point to another. Two thousand each of both the sockeye and pink varieties were taken from the Harrison Lake hatchery and carried for forty-five minutes in the air at an altitude of five thousand feet. They were later carefully placed by themselves in the hatchery troughs and their condition closely observed. The several subsequent reports from the superintendent of the hatchery show that absolutely no injury resulted.

This experiment is interesting in view of the possible use of seaplanes for the purpose of stocking otherwise inaccessible portions of the Fraser River watershed or other localities. The one objection to this method, however, is the probable high cost in connection with the operation of the air service which may possibly make it prohibitive in so far as fish cultural operations are concerned.

ACCLIMATIZATION

In response to a largely signed petition from the anglers and residents of the St. John district, supported by the civic bodies and others, the department agreed to make a systematic attempt to establish the European or Brown trout in Loch Lomond, near St. John. The petitioners were fully advised with regard to the possibility of the Brown exterminating the native speckled trout, but they were strongly in favour of obtaining the larger fish, particularly as it is a surface feeder and furnishes better sport during the summer months. Loch Lomond is well adapted for such an experiment as it is a comparatively small and self-contained system and not connected with any large watershed. Brown trout eggs are not easily obtained, and the initial shipment of eighty-five thousand were procured through the courtesy of the United States Bureau of Fisheries in exchange for Atlantic salmon eggs.

MARKING OF FISH

The marking of fingerling and adult fish was continued on a larger scale than in any previous year, the object being to obtain some definite information as regards the frequency in spawning; the constancy in regard to the dates at which the same salmon ascends the rivers from the sea; the percentage of well mended kelt that return; the percentage of artificially fed fry that return as salmon; if rapid growth has any effect on the return of salmon fry, and the extent to which sockeye enter the Fraser river after the regular fishing season. Adult salmon were marked by a numbered silver tag attached to their dorsal fin, and the fingerlings in most instances by the removal of the adipose fin.

The recapture of 152 Atlantic salmon that were marked and liberated after they were stripped at the different retaining ponds has been reported to the department. Forty-eight were recaptured before they had left the river and 104 after their return from the sea, as clean fish. The salmon for most of the retaining ponds are purchased from the commercial fishermen. These fish are all caught in the first instance and also recaptured by anglers and commercial fishermen during the spring and early summer. In the Miramichi and Margaree rivers the salmon for hatchery purposes are caught in nets operated for that purpose only. These nets begin fishing on or about September 15 and August 25 respectively. The recapture of sixty-two clean salmon that were marked and liberated in these two rivers have been reported. They were all in the first instance caught after August 25. Forty-seven, or over seventy-five per cent, were recaptured in the spring and early summer, all before August 16, and only fifteen, or less than twenty-five per cent, after that date. These returns, although limited, are definite in character and indicate that heredity is not the predominating influence as regards the time that salmon ascend the rivers from the sea, and that a salmon that ascends late in the season any year is liable to be an early fish on its return from the sea.

RELATIONS WITH OTHER GOVERNMENTS

Closer co-operation now prevails than ever before between the department and the provincial officials in fish cultural matters. The most cordial relations exist between the department, the United States Bureau of Fisheries and the provinces in contiguous waters where the different services co-operate for the mutual benefit of all concerned. The assistance and co-operation of the lessees of angling rights is also acknowledged; particularly the Restigouche Riparian Association, which for several years has placed its launch, free of any charge, at the disposal of the department for towing parent salmon for the New Mills salmon pond, N.B., and the lessees of the York and Barachois rivers, Gaspe, Que., in whose waters the salmon eggs for the Gaspe hatchery were collected.

No new establishments were built during the year but numerous expansions, repairs and replacements were made at the different hatcheries, and they are all fully equipped and in a reasonably good state of repair.

On the night of October 28-29, owing to unusually violent freshets, both of the water mains which supply the city of New Westminster were broken and considerable portions carried completely away. As the new Westminster hatchery is dependent upon the city supply, operations had to be discontinued until the water system is permanently repaired, which it is anticipated will not be until about May, 1922.

In recent seasons, the collection of eggs for the Gerrard hatchery has been disappointing owing undoubtedly to the series of dense log and brush jams which have formed in the Lardeau river. These obstructions are huge, and the expense which would be involved in their removal would amount to many thousands of dollars. It was felt that the results which could reasonably be expected from the maintenance of a fully equipped hatchery would not be commensurate with the heavy expense involved in removing the afore-mentioned obstructions, and it was, therefore, decided to use the hatchery buildings as an eyeing station only, and, after planting a fair proportion of the collection in the streams from which the eggs were taken, to distribute the balance in other desirable lakes and streams.

A summer school for hatchery officers in the Maritime Provinces and Quebec was held at Truro, N.S., from August 2 to 19, 1921. The course of study was arranged by the Biological Board, and the school was conducted under the personal direction of the board's chairman, Dr. A. P. Knight, until recently of Queens University. The subjects taken up were the physical and chemical properties of air and water, and the structure and functions of some typical animals and plants in relation to hatchery problems.

The staff, without exception, was most conscientious, faithful and unsparing of personal effort in the discharge of their duties. The well merited appointment of Mr. C. W. Harrison, as District Inspector of Hatcheries for British Columbia, will enable the question of needed expansion in the province to be taken up in a more vigorous manner than has hitherto been possible.

Most regrettable and unfortunate losses occurred in the death by drowning during the freshets of Mr. T. H. H. Guegan at the Lakelse Lake hatchery, and Mr. H. Ross at the Pemberton hatchery, B.C.

Thirty-four main hatcheries, twelve subsidiary hatcheries, six salmon retaining ponds and a large number of egg-collecting camps were operated. The total distribution of all species was ninety-five and a half millions larger than it was last year and several lakes in the Western Provinces that are not readily accessible from a hatchery were stocked by the transfer to them of fish from other waters.

The total distibution of eggs and fish by species and by provinces during 1921 was, as follows:—

Nova Scotia—		
Atlantic salmon	6,427,500	
Rainbow trout	89,500	
Speckled trout	416,400	
		6,933,400
New Brunswick—		
Atlantic salmon	9,232,715	
Spring salmon	286,825	
Speckled trout	189,444	
Brown trout	23,057	
		9,732,041
Prince Edward Island—		
Atlantic salmon	871,946	
Speckled trout	292,422	
		1,164,368
Quebec—		
Atlantic salmon	4,177,809	
Ouananiche	12,705	
Speckled trout	26,679	
		4,217,193
Ontario—		
Spring salmon	125,350	
Whitefish	268,103,500	
Salmon trout	17,945,702	
Herring	5,620,000	
Pickerel	124,097,000	
		415,891,552
Manitoba—		
Whitefish	233,842,300	
Pickerel	41,528,000	
		275,370,300
Saskatchewan—		
Whitefish	20,575,000	
		20,575,000
Alberta—		
Atlantic salmon	133,600	
Ouananiche	1,218	
Rainbow trout	649,752	
Cutthroat trout	379,550	
Salmon trout	136,756	
		1,300,876
British Columbia—		
Atlantic salmon	277,641	
Cutthroat trout	61,216	
Steelhead salmon	81,877	
Kamloops trout	417,769	
Sockeye salmon	84,789,624	
Albino spring salmon	76	
Spring salmon	3,513,387	
Coho salmon	3,476,811	
Pink salmon	250,000	
Chum salmon	5,380,000	
Speckled trout	48,520	
Whitefish	12,375,000	
		110,671,921
Total distribution		845,856,651

Fishways

In accordance with the policy adopted last year, monthly reports of the conditions of all fishways within their districts have been received this year from the fishery overseers. This has enabled the department to keep in closer touch with this class of work and to take steps where such are required to have defects remedied from time to time.

In addition to the reports above stated, the departmental engineer made an inspection of a number of dams requiring new fishways or repairs to the existing ones, and secured data for the preparation of plans from which they could be constructed.

In several instances where the owners of dams had complied with the regulations regarding fishways, the department undertook the construction of new ones.

The following is a list of dams inspected by the engineer in the Maritime Provinces last year:—

Tusket River—Yarmouth County, N.S.—
(*a*) Yarmouth Light and Power Company, Limited, power dam.
(*b*) Yarmouth Light and Power Company, Limited, storage dam.

Herring Brook—Yarmouth County, N.S.—
(*a*) Babine and Porthier's dam.

Clyde River—Shelburne County, N.S.—
(*a*) Clyde Pulp Co. storage dam at Queens.
(*b*) Clyde Pulp Co. pulp-mill dam.
(*c*) Sutherland Lumber Co. saw-mill dam.

Black Brook—Shelburne County, N.S.—
Canadian National Railway dam.

Mersey River—Queens County, N.S.
(*a*) Minard's dam at Milton.
(*b*) Harlow and Kempton's dam
(*c*) Pulp-mill lower dam.
(*d*) Pulp-mill upper dam.

Medway River—Queen's County, N.S.—
(*a*) Pulp-mill dam at Charleston.
(*b*) Salter's Falls.

Petite Riviere—Lunenburg County, N.S.—
(*a*) G. B. Crouse dam.
(*b*) Alfred Kaulback dam.
(*c*) Henry Kaulback dam, Conquerall Mills.

Lahave River—Lunenburg County, N.S.—
(*a*) Davison Lumber Co. lower dam.
(*b*) Davison Lumber Co. upper dam.
(*c*) W. E. Parnell, pulp-mill dam.
(*d*) Ed. Zwicker and Sons, mill dam.

Mush-a-mush River—Lunenburg County, N.S.—
(*a*) Nova Scotia Power Commission power dam.
(*b*) Edwards Ernst dam.
(*c*) Robar's dam.
(*d*) Nova Scotia Power Commission storage dam at foot of Little Mush-a-mush Lake.
(*e*) Nova Scotia Power Commission storage dam at foot of Big Mush-a-mush Lake.

Sackville River—Halifax County, N.S.—
(*a*) Sackville Electric Light Co. dam at Bedford.

Nine Mile River—Halifax County, N.S.—
(*a*) Blanchard and McCurdy dam.

Musquodoboit River—Halifax County, N.S.—
(*a*) Abandoned dam at Musquodoboit Harbour.

Sheet Harbour River—Halifax County, N.S.—
(*a*) Sheet Harbour Lumber Co. dam (west branch).

Rights River—Antigonish County, N.S.—
(*a*) Vinteus dam at Sylvan Valley.

Lequille River—Annapolis County, N.S.—
(*a*) Town of Annapolis. Power dam.
(*b*) Town of Annapolis. Storage dam.

Annapolis River—Annapolis County, N.S.—
(*a*) Town of Lawrencetown power dam.

Gaspereaux River—King's County, N.S.—
(*a*) Wright and Joundry power dam.

Kouchibouguac River.—Kent County, N.B.—
(*a*) Camerons Mill dam.

Kouchibouguac River.—Kent County, N.B.—
(*a*) Town of Richibucto power dam.

Nashwaak River.—York County, N.B.—
(*a*) Nashwaak Pulp & Paper Co., dam.

Pokiok River.—York County, N.B.—
(*a*) Dam at the foot of lake George.

In some instances inspections of dams were for the purpose of obtaining data for the preparation of designs for fishways, while in others it was desirable to ascertain if fishways previously constructed were effective.

The department undertook the construction of the following works during the year the owners in the case of fishways having complied with the regulations:—

Tusket River.—Fishway in the Yarmouth Light and Power Company Hydro-Electric power dam.

Mersey River.—Fishway in Minard's dam at Milton. Repairs to fishway in Harlow and Kempton dam. Alterations to fishway in pulp mill lower dam. Completion of fishway in pulp mill upper dam.

Medway River.—Cleaning out channel and construction of wing dams through Salters falls to assist in the ascent of salmon during low water.

Lequille River.—Construction of additional partitions in the Annapolis Hydro-Electric power dam fishway.

Nashwaak River.—Slight alterations to the foot of the fishway in the Nashwaak Pulp and Paper Company dam.

The following fishways were constructed during the year by the owners of dams from plans furnished by the department:—

Clyde River.—Fishway in Clyde Pulp Company dam at Queens.

Mush-a-mush River.—Fishway in storage dam at foot of Little Mush-a-mush lake.

Fishway in storage dam at foot of Big Mush-a-mush lake.

Gaspereaux River.—Alterations to fishway at Wright and Joudry dam to meet conditions created by extension to power plant.

Apple River.—Construction of fishway in C. H. White & Son dam.

Lequille River.—Construction of fishway in dam owned by H. Harnish.

Lahave River.—Construction of fishway in second dam at Bridgewater.

Pokiok River.—Construction of fishway in dam at foot of lake George.

Kouchibouguac River.—Alterations to fishway in dam owned by the town of Richibucto.

A large number of dams throughout the Maritime provinces form problems in the construction of fishways which are difficult to overcome, owing to the fact that many of them are on small streams, where, during the greater part of the season, the volume of flow is quite small. Operation of the power plant in such dams usually drains the water down to such an extent that the fishway becomes dry. On the whole, however, progress is being made. In the case of the Mersey river, which has been obstructed for a number of years, reliable reports indicate that the construction of fishways resulted in numbers of salmon ascending.

Conditions on the Medway river are also reported to be much improved this year, as a result of the work done, and an agreement with the Pulp Company regarding the periodical operation of the mill during low water.

The fishway in the dam on the Gaspereaux river has proved quite satisfactory, both salmon and alewives having been seen to ascend it in numbers.

In British Columbia the work in this connection is confined principally to the removal of obstructions to the ascent of salmon. The principal works undertaken were as follows:—

Granite and Scullahuchan Creeks.—Both of these streams flow into Lakelse lake, which in the past has been a favourable spawning area for salmon of the sockeye species. The removal of accumulated debris resulted in the flow of water passing along the old channels and has restored considerable spawning area.

Atnarko River.—The work done during the year comprised a completion of removal of obstructions on the Bella Coola and Atnarko rivers. Natural conditions are now restored and large spawning areas opened up again to ascending salmon.

Mink Trap Bay.—The operations at this point necessitated the use of heavy machinery as the accumulated debris completely blocked the entrance of the stream. The obstruction was satisfactorily removed and reports show that as a result, spawning sockeye salmon reached the lake above.

Markwell River.—The Markwell river, although not a salmon stream, has been diverted from its main channel and was wearing away the bank which separated it from the very valuable spawning area of Genesi creek, and had it been successful would have completely ruined the sockeye grounds. By the removal of a log jam and the excavation of a channel some 300 feet long, the stream was permitted to flow down the old channel and the necessary protection to Genesi creek assured.

Fishermans River.—This river was cleaned of log jams for a distance of 3½ miles from its mouth and it is anticipated that ascending fish will have no difficulty in reaching the spawning grounds.

Salmon River.—At Salmon river the work consisted of the removal of a large portion of a log jam about one mile from Shuswap lake and cutting of a channel 30 feet wide through the remainder of the jam. The Shusway lake area at one time teemed with sockeye salmon and at the present time efforts are being made by the way of fish culture to restore this run, and by clearing out obstructions in the streams to permit the return of parent fish for natural spawning.

Skutz Falls, Cowichan River.—In the case of the Cowichan river at Skutz falls, it was necessary to widen the channel and construct a series of concrete steps to assist the passage of salmon. The work accomplished this year has resulted in the fish being able to ascend without difficulty.

In addition to the above numerous other points received attention to a more limited extent.

In the three Prairie Provinces the work in connection with fishways consisted principally of inspections by the officers to see that the structures were kept in good condition and open to the ascent of fish.

Considerable difficulty was experienced at the Canadian Pacific Railway irrigation canal at East Calgary, where the closing of the head gates resulted in immense numbers of fish being stranded.

The establishment of screens to prevent the entry of fish into the canal was looked into and found to be practically impossible.

By an arrangement with the company in which it agreed that the head gates should be closed very gradually, the greater number of fish in the canal ascended to the main river before the water became too low and by allowing a very small run to continue throughout the winter those which remained were found to have passed the winter without loss.

BIOLOGICAL STATIONS OF CANADA.

The work of the two Biological Stations was much extended during the year 1921-22, and embraced more than a dozen distinct schemes of investigation. These may be summarized as follows:—

1. Laboratory researches carried on by a staff of twenty-five university professors, assistants and advanced researchers. For a year's investigations the specially equipped tables, scientific instruments and other facilities of the two stations were fully utilized.

2. Investigations carried on in various ways, more or less distant from the stations, included the continued oyster culture experiments and studies on the Prince Edward Island oyster beds, Shad Investigations in Cobequid bay, and the adjacent rivers and streams and other lines of work, also Smelt and Flounder spawning Investigations in various localities, etc.

3. Inshore and offshore (deep-sea) researches carried on by the staff on board the Biological vessel *Prince* on the Atlantic coast and by the Biological vessel *Ordonez* on the Pacific coast.

4. A scheme of studies at curing stations and canneries with special reference to dried and canned fish and the "blackening" of lobsters and the "reddening" of salted cod.

5. Further lobster studies, especially the experimental study of larval lobsters at St. Andrews and at Summerside, P.E.I.

6. Tidal pool studies and inshore work on the conditions of fish life in Passamaquoddy bay and on the Vancouver island shore.

7. Further water researches in the Great Lakes, particularly the study of the lake herring in the waters of lake Erie.

8. Courses of instruction on the best conditions for lobster canning and addresses on the causes of spoilt canned lobsters. This work was carried on under Dr. Knight's superintendence, mainly on Prince Edward Island, and included addresses by Dr. Knight and Dr. Prince to the inspectors and fishermen at their conference in Charlottetown.

9. Collections of fishery and other marine material during the winter and summer months, weekly and monthly and special plankton and hydrographic work all the year around by the cruises of the *Prince*.

10. Similar field investigations were carried on from the British Columbia Station, and water samples, temperature observations and other work was done in the waters north and south of the station including dredging trips up to Lasqueti island and as far south as Thetis island, and work at the mouth of the Fraser river.

11. Bottom and surface studies of the biology and conditions of Kennebecasis waters, St. John river, N.B.

12. The preparation and publication of a series of reports of fisheries, etc., under the editorship of Professor J. P. McMurrich, these being a continuation of the "Contributions to Canadian Biology" (new series).

13. The station also, through its staff, gave assistance in the scheme of international fisheries investigations and will during the coming seasons take an important part in this work.

INTERNATIONAL WORK

In addition to the lines of opportunity pertaining to the operations of the stations proper, the board has in various ways aided in the completion of an international scheme of investigations, and prepared a plan of work in which the services of the board's vessel *Prince* would be utilized. The study of the mackerel migrations on the Atlantic coast are specially included in this work. Dr. Huntsman and Professor McMurrich have been named as members of the Joint International Committee and their services have been enlisted in co-operation with eminent United States scientists appointed by the federal authorities, Washington, D.C.

BUILDING EXTENSIONS

Both stations have been much inconvenienced by shortage of laboratory accommodation and boarding facilities for workers owing to the increasing number of qualified workers who have made application for permission to conduct fishery and marine investigations under the board. The necessity of extending the Pacific Station has been forced upon the board for several years, and plans had been completed for the erection of new additions to the station near Nanaimo, B.C., but in view of the limited appropriation it was not possible to proceed with the work. The larger vote generously granted by Parliament will now make feasible these extensions of the premises at Departure Bay, which include a new chemical room, balance room and museum accommodation, the latter being in the lower portion of the proposed extension, while an electric lighting system replaces the existing dangerous mode of illumination hitherto adopted. At St. Andrews the laboratory accommodation has been largely increased by the addition of a large terminal wing added on the west end of the old building and by a new library apartment and a well equipped bacteriological and biochemical laboratory. The much needed extension of the residence was also planned by the board, but could not be carried out owing to lack of funds. Rearrangement of the rooming and dining accommodation carried out by Dr. Huntsman has, however, provided for a largely increased staff of scientists. The increasing number of trained workers resorting each season to the stations may render it necessary to carry out completely the extensions planned. A very important addition to the equipment at St. Andrews is the new up-to-date refrigeration operations for experiments with frozen fish and other important products. Additions to the scientific appliances have been made from time to time and the two Biological vessels *Prince* and *Ordonez* have been repaired and have been employed in carrying out towing and other biological and physical work already referred to.

PROBLEMS INVESTIGATED

The two stations which at one time confined their work mainly to the summer months have now been able to arrange for continuous work all the year around, though the main researches of the staff are carried on from early in June to the end of September.

Among the workers and their problems during the past year have been:—

Dr. A. P. Knight, Chairman of the Board: "Lobster Rearing and Bacteriology of the Canning Industry."

Dr. E. E. Prince: "Studies of Temperature and Light in rearing Larval Lobsters, as well as other fishery studies."

Professor L. W. Bailey: "Canadian Diatoms of the Atlantic and of Northern Waters."

Professor E. M. Harvey, Princeville, N.S.: "Bieluminescence in Marine Animals."

Principal Harrison McDonald: "Bacteriology of Canned and Dried Fish, also 'red' cured cod."

Miss M. E. Kennedy, Macdonald: "Studies on reddened salt cod."

Professor C. J. Connelly, St. Francis Xavier: "Young stages of crab, shrimp, etc."

Dr. A. G. Huntsman: "Factors influencing Reproduction and Growth of Marine Forms."

Dr. S. J. Jackson, McGill: "Histology of Frozen Fish Tissues."

Professor A. B. Klugh, Queens: "Culture of Copepod, Ostracod and other Aquatic forms."

Mr. A. H. Liem, Toronto: "H-Ion concentration in relation to copepod life, also shad fishery researches."

Miss Pallon, Manitoba: "Chemistry of Fish Muscle Stroma."

Miss D. E. Newton, Macdonald: "Spore forming Bacteria."

Miss M. E. Reid, Toronto: "Spawning of Sea Perch."

Miss E. M. Taylor, Toronto: "H-Ion concentration as affecting Marine Animals."

Miss A. E. Dempsey, Toronto: "Chemistry of Fish Muscle Juice."

Miss F. Fraser, Toronto: "Effect of Light on Growth of Inter-tidal animals."

Among those conducting researches in localities more or less distant from the station:—

Professor P. Cox, Fredericton: "Biology of S. W. Nova Scotian Waters."

Miss M. S. Sparks, Toronto: "Fish Studies off Nova Scotia Coast."

Professor A. D. Robertson; Western, London; Miss Battle and Miss McIntosh: "Further Oyster Investigations, Prince Edward Island."

Mr. A. H. Leim: "Shad Studies at the head of the Bay of Fundy."

The Pacific Station has a similar full record of work carried on including:—

Professor McLean Fraser, Vancouver: "Food of British Columbia Fish, study of Hydroids, etc."

Professor C. H. O'Donoghue, Manitoba: "Taxonomy and other Studies."

Professor A. T. Cameron, Winnipeg: "Causes of variation in sea water, composition, iodine in Annelid, etc., also joining with Professor O'Donoghue, "Light Reactions on free swimming Animals influenced by drugs."

Miss Mounce, Winnipeg: "Variation in distribution of diatoms due to water conditions, also distribution of algae in selected areas, etc."

Mr. H. A. Dunlop, Vancouver: "Distribution of free-swimming copepods."

Mr. R. E. Foerstor, Vancouver: "Systematic Study of Medusae."

It may be added that the laboratories at each station have received important additions during the year and that the addition of a collector of material (Captain Rigby) has been of great assistance, and under the direction of Dr. Huntsman at St. Andrews, who has been responsible in carrying out the elaborate problem undertaken for the past season at St. Andrews, and under the superintendence of Dr. McLean Fraser, who directed the varied activities at the Pacific Station, most successful fishery and other researches have been completed. Professor Fraser agreed to the board's proposal to continue as Director of the British Columbia Station after his appointment as Professor of Zoology in the University of British Columbia, and he has arranged as regularly as possible to visit the station and to spend all the available time possible in carrying on the work there. The two stations under their able directors are accomplishing a greater amount of valuable work than has been possible during the previous years of the operations of these valuable Government institutions.

Natural History Observations

During the summer and fall of 1921, Mr. Andrew Halkett, the department's naturalist, carried on observations as to the condition of the lobsters in the counties of Queens and Shelburne, N.S., on the Northumberland strait shore, and at the Magdalen islands. Much useful data concerning the condition, size, and sex of the lobsters taken, and the depth and temperature of the water from which they were taken, has been obtained, tabulated and filed. Observations of the condition of the scallop and scallop beds of Mahone bay, N.S., were continued during the month of June.

Meetings were also held by the naturalist during January, February and March of the present year at places along the shore of Westmoreland, Kent, Northumberland and Gloucester counties, N.B. The meetings took the form of talks to fishermen, followed by discussions on the importance of preserving seed lobsters, the spawning and moulting habits of the lobster, and kindred subjects. In addition thereto, the subject of bacteria and their effect on canned lobster meat was touched on, and a number of lantern slides, showing the various kinds of germs, were utilized in illustrating their growth.

International Efforts to Replenish the Fraser River

Owing to the sockeye fishery of the Fraser river and its approaches having become so seriously depleted as to reduce the annual pack to a very small fraction of that of past years, efforts have in recent years been made to find a means of restoring the former condition of this fishery. Owing to the fact that the salmon making for the Fraser river pass through the waters of Puget sound, on the United States side of the line, it is useless to put into force any regulations curtailing fishing operations on the Canadian side, unless similar steps are taken on the American side of the line. Many meetings have been held by the authorities, or by representatives of the two Governments concerned, with a view to arranging for some co-operative action, in order to preserve the valuable sockeye run to the Fraser. Up to the moment, it has not been possible to secure such co-operation. It was hoped that the draft treaty recommended by the Canadian American Commission, of 1918, would have provided a means of dealing satisfactorily with the situation. Unfortunately, the United States Senate threw out the treaty as a result of opposition to it from the State of Washington.

When it became apparent that no help could be expected from the proposed treaty, steps were taken to arrange a meeting between representatives of this department and the newly appointed State of Washington Fisheries Board, with a view to reaching some understanding on the question of restoring the sockeye run to the Fraser river.

A meeting was held in Vancouver on December 12 last, the following being present to represent Canadian interests: W. A. Found, Major J. A. Motherwell, Dr. C. McLean Fraser, F. Harrison, John P. Babcock.

The representatives of the State of Washington present were: E. A. Sims, H. Ramwell, E. P. Blake, E. A. Seaborg, L. H. Darwin.

The following subjects were placed before the meeting for consideration:—

1. Perpetuation of the sockeye salmon common to the Fraser river system, the other waters of the Gulf of Georgia and its tributaries and of the Strait of Juan de Fuca and Puget sound.
2. Protection of the salmon of the coastal waters of Vancouver island and the State of Washington.
3. To increase the pink salmon in the waters mentioned in section 1 and also of Puget sound wherein pinks contribute to the supply in such contiguous waters.
4. That the pink run be built up in the even numbered years.
5. That where salmon runs have been depleted, salmon eggs or fry be imported from such places as they can be procured for re-stocking.
6. Regulation of seasons in British Columbia and Puget sound.
7. The maintenance and operation of such international hatcheries as are necessary for reproduction of salmon.

No agreement was reached on measures to be taken for the restoration of the sockeye salmon run to Puget sound and the Fraser river. Both sides agreed that if the sockeye run is to be restored there must be a complete stoppage of fishing for at least five years. The Canadian authorities agreed to this only on condition that at the end of the five-year period, when fishing is resumed, the use of purse-seines for the capture of sockeye must be prohibited and the use of fish traps and gill-nets properly regulated.

Canadian representatives expressed the opinion that the sacrifice involved in the total cessation of fishing for five years would not be worth enduring if at the end of that time the use of these appliances were permitted as at present.

The Washington State representatives took the ground that it would be unwise for them to make an agreement which would tie the hands of those who might be in authority and dealing with state fishing matters five years hence; that as the situation

is one calling for immediate action, no consideration as to what might take place six or seven years afterwards should be allowed to interfere with the taking of the necessary measures to restore the sockeye run.

Tentative agreements were reached on several of the other questions which came before the meeting. These include:

1. Protection of immature salmon in the coastal waters of the west coast of Vancouver island and the Washington shore.

2. Investigations to ascertain the desirability of prohibiting fishing inside the three-mile limit off Vancouver island and the coast of Washington.

3. Proposal to establish humpback runs during the even numbered years in Puget sound and Fraser river waters similar to those in the odd numbered years and the bringing of eggs from other points in British Columbia and Alaska to effect this.

4. A general biological survey of the waters of the Fraser river and the adjacent Washington areas to ascertain the possible extent to which salmon may be propagated in that system.

5. To hold another conference later on for the purpose of regulating humpback fishing to permit of a sufficient escapement of this variety of fish to the hatchery streams and natural spawning grounds.

In closing this report I much regret to say that the prosecution of our fisheries during the year under review was accompanied by the usual loss of life. In each month of the main fishing season from one to eight fishermen were drowned on the Atlantic side. Altogether twenty-five lives were lost, twenty on the Atlantic and five on the Pacific.

I am, sir, your obedient servant,

A. JOHNSTON,

Deputy Minister of Marine and Fisheries.

APPENDIX I.

REPORTS OF INSPECTORS OF FISHERIES

REPORT OF CHIEF INSPECTOR, WARD FISHER, ATLANTIC FISHERIES DIVISION, 1921

The past year was, without doubt, the most unusual and trying season experienced in the Canadian Atlantic fisheries for the past forty years.

Production was greatly curtailed, particularly during the first eight months, due largely to the low prices prevailing for catches. In many districts operations were almost wholly suspended, and the fishermen, whenever possible, engaged in other occupations. Dealers ceased buying. The prices for the small catches secured were exceptionally low, ranging from 80 cents per cwt. for fresh haddock to $1.25 for fresh cod. These prices were unprofitable to the fishermen, and in some instances not sufficient to pay operating expenses.

The general marketing conditions for fish products were unfavourable, and made impossible any large or steady buying on the part of its dealers, whose efforts were chiefly confined to disposing of the supplies left over from the preceding year. The markets very considerably improved the past four months, and the stocks on hand absorbed, with the prospect that the coming year will see a resumption of the activities both from a producing and export point of view.

The untoward conditions above referred to, together with a lack of employment in other industries, caused considerable hardship to the fishermen of many districts.

Fortunately, the past few months there has been a gratifying improvement, and ready markets were found for the catches of all varieties of fish. Indeed, some of the principal dealers in fresh fish had difficulty in securing suitable supplies to fill orders for Quebec and Ontario markets.

The following review may be found of interest and value:—

NOVA SCOTIA

In this province, Halifax and Guysboro county and the island of Cape Breton were hard hit by the lack of market activities and the consequent low prices for the catches, with the result that the landings of the hand-line fishermen were small. To add to the general embarrassment, the usual run of spring and summer herring failed, the catches not being sufficient to furnish a satisfactory supply of bait. Shelburne and Queens were the most favourably situated during the summer season, as the buyers at Liverpool, Lockeport and Shelburne were paying as high as $4.50 for market cod. Some of the fishermen in these districts had a successful season.

The lobster fishery was the one bright spot, particularly in western Shelburne, Yarmouth and Digby. The regular season of three months from March 1 was the most profitable in the history of the industry. The weather was uniformly good, in some instances the fishermen hauled their traps regularly every day throughout the season. The catches were large, and of good quality. While the prices for "shorts" were only one-third that of the preceding year, the increased catches and fair prices received for live shipments more than equalized the low prices for the small lobsters. The district east of Barcaro, Shelburne county, to Guysboro, and also Cape Breton island, was not as advantageously situated, as the prevailing winds which obtained in Shelburne, Yarmouth and Digby were unsuited for the best results in the eastern district.

District No. 1, Cape Breton.

The general conditions in this district were the most unsatisfactory in the history of the industry for many years. While fish of all kinds were plentiful, the low prices and poor market conditions prevailing throughout the whole season prevented operations being carried on with any degree of profitable zeal.

The lobster fishery was particularly disappointing, the catch being only 36,215 cwt., which shows a decrease in the catch of 19,675 cwt., as compared with 1920. The chief cause affecting this fishery was the low prices paid to the fishermen, which were less than one-half those prevailing in 1920. This resulted in many of the fishermen operating only a portion of the season and in a half-hearted way, as the cost of operations made reasonable profits impossible. Forty-nine canneries were in operation, or five less than in 1920.

The herring catch shows a decrease of 3,116 cwt. as compared with the preceding year. The decrease is attributed to the scarcity of herring on the Inverness coast. Herring was very plentiful on the Richmond county coast but as the prices were unusually low and the cost of salt and barrels high, the fishermen did not prosecute this industry with much zeal.

The haddock catch shows a decrease of 42,569 cwt. compared with 1920.

The mackerel catch shows a decrease of 10,260 cwt. as compared with the preceding year. In Inverness there was a decrease as the mackerel only struck the coast off Inverness harbour. Isle Madame, Richmond county, shows a decrease of 7,913 cwt., while L'Ardoise shows an increase in the catch of 3,366 cwt. The catches were disposed of at good prices and the expense of curing was less than in 1920. The increase in the catch at L'Ardoise was due to favourable weather conditions which brought the fish more inshore and gave the poorer class of fishermen who were not equipped with motor boats, a good opportunity to operate.

The smelt fishery shows a marked increase in the catch, the quantity being 2,194 cwt., as compared with 571 cwt. for 1920. The prevailing price, however, was only $3 per cwt.

The oyster fishery shows a substantial increase, the catch being 1,195 barrels as compared with 725 barrels the preceding year.

District No. 2, Nova Scotia East.

The industry was carried on with a comparatively fair measure of success. The weather conditions throughout the year being good, the fishermen were able to carry on operations without undue loss of gear.

The lobster catch was 48,428 cwt., which shows a decrease in the catch of 12,625 cwt. It should be noted that the average price for the catch in 1920 was 10 cents per pound, while in 1921 the average price was only about 5 cents per pound. With the exception of 1918 the catch was the smallest for over ten years.

The decrease in the catch was general throughout the district except in Cumberland county, where there was an increase of over 100 per cent in the catch and pack during the regular fall season, from August 16 to October 15. The spring catch in that county shows a considerable decline due to four canneries being closed. Halifax county west shows a slight increase, accounted for by the special fall season.

The explanations of the decrease are scarcity of fish and low prices. Three hundred and eighty-four more lobster fishing licenses were issued than in 1920, and of 63 cannery licenses issued 58 operated, but in Antigonish county, where 10 canneries were operating at the first of the season, only four continued up to June 1, and at the end of the season only two were operating. Scarcity of bait was noted especially in Pictou and Antigonish counties. All along the shore traps were taken ashore before the season closed, and on the whole the spring seasons in this district were not successful.

The regular fall season, Cumberland county, was very successful and both packers and fishermen did very well—3,857 cwt. was the fresh catch compared with 1,771 cwt. in 1920; the pack was 1,815 cases compared with 881 cases. The market for canned lobsters improved towards the end of the year, and some packers obtained as high as $30 per case.

One noticeable feature in fall packing was the high average quantity of lobster required to produce a case of 48 pounds of the canned product. This is due to the lobster being poorly meated after moulting, and the new shell not being hardened or filled out. In some cases as much as 235 pounds of fish was required to pack a 48-pound case.

The pack by counties was as follows:—

Cumberland	4,379
Pictou	7,707
Antigonish	3,545
Guysboro	3,895
Halifax	1,346
	20,872
Tomalley	554
	21,426

The catch of cod shows a general increase about 20 per cent greater than in 1920, with a decrease in value. The average price for 1920 was $2.17 per cwt., while for 1921 it was only $1.51 per cwt. Owing to steam trawlers operating from Halifax landing their catches at Portland, Me., the catch for Halifax shows a decrease in haddock, hake and cusk. The shore fishermen in Halifax, however, had an increased catch.

The haddock catch shows a decrease of 31,030 cwt. The decrease in the catch was in Halifax and Guysboro counties, the catch on Northumberland straits and the Bay of Fundy being about equal to that of 1920.

The herring catches have been decreasing in this district since 1918, the catch for the past year showing a decrease of 4,946 cwt. as compared with the preceding year. The decrease in Cumberland and Pictou counties, in the Northumberland straits district, was about 8,000 cwt. Guysboro shows an increase of 9,793 cwt., while Halifax shows a decrease of 7,446 cwt. Market conditions were not good, as large quantities of smoked herring were in stock from the previous year and had to be disposed of at a loss. Large supplies of Newfoundland herring were also on the market.

The mackerel catch shows an increase of 7,526 cwt., or 28 per cent, as compared with 1920. Guysboro county shows a decrease of over 5,000 cwt., due largely to the dog-fish pest, which prevented fishermen from setting their nets when the fall mackerel were running. Halifax shows an increased catch of 13,000 cwt., due largely to the big schools of small mackerel appearing on the coast during the spring and summer. The catch of large mackerel was fair, and as there was great competition among the buyers the fishermen obtained excellent prices, ranging from 15 cents to 40 cents for each fish. Thirty thousand pounds of mackerel were taken in the Bay of Fundy waters of Cumberland county. This is an unusual occurrence as mackerel seldom reaches the head waters of the bay.

The salmon catch shows a most encouraging increase of 1,475 cwt.

The smelt catch shows an increase of 1,289 cwt. Albacore shows a decrease of 483 cwt. and about 50 per cent decrease in the price. The decrease is accounted for from the fact that the American market, to which the fish are shipped, was heavily supplied by large landings taken on the American coast, consequently fishing operations were not nearly so active as during 1920.

District No. 3, Nova Scotia West.

The general conditions were fair and the fishermen suffered to a less extent than in other districts.

Lobsters.—The weather conditions during the regular fishing season from March 1 to June 1, were most favourable, particularly for the large producing counties of Shelburne, Yarmouth and Digby, where the fishermen were able to haul their traps with hardly a day's loss throughout the whole season. With the exception of Kings county, where the catch rarely exceeds 250 cwt., every county shows a substantial increase.

The catch for the three months was 113,657 cwt., as compared with 95,948 cwt. for 1920. To this should be added the catch for the special season from November 1 to December 15, amounting to 32,733 cwt., or a total catch of 146,390.

The catch and pack by counties was as follows:—

	Catch	Pack
Lunenburg	5,151 cwt.	455 cases
Queens	8,219 "	465 "
Shelburne	46,283 "	11,520 "
Yarmouth	63,549 "	14,675 "
Digby	21,389 "	3,541 "
Annapolis	1,596 "	.....
Kings	203 "	.....
	146,390 cwt.	30,656 cases

The cod landings were 1,077,581 cwt. as compared with 1,127,622 cwt. the preceding year. This shows a decrease of 50,000 cwt.

The haddock and hake catches also show very considerable decreases in the catches, the total decrease being 127,671 cwt.

The herring catch was reduced by nearly one-half, or from 113,763 cwt. in 1920 to 61,419 cwt. in 1921. From some unknown cause the usually heavy spring run failed to make an appearance.

It is gratifying to report that there were substantial increases in the catches of mackerel, halibut, smelt and salmon. The mackerel catch was 28,726 cwt., or an increase of 13,095 cwt. The halibut catch was 20,624 cwt., or an increase of 7,317 cwt.

NEW BRUNSWICK

In New Brunswick the lobster, smelt, salmon and oyster fisheries were the outstanding features. The smelt catch was 62,000 cwt. This valuable fishery is confined almost entirely to the four northern counties of Restigouche, Gloucester, Northumberland and Kent—Northumberland being the chief centre. This fishery is a most lucrative one to the fishermen, it being not unusual for the better placed netsmen to land $500 worth in a single week. During the last season two men, operating together, disposed of $1,600 worth as the result of four weeks fishing.

District No. 1, St. John and Charlotte Counties.

The lobster fishery was successfully prosecuted throughout the season, the catch of 9,012 cwt. being slightly greater than the catch for 1920. The value of the catch, however, shows a decrease as compared with the returns of last year. The catch is disposed of alive in the United States, as no canning is carried on in this district. The reduced value is attributed to the heavy supplies shipped from western Nova Scotia in May, and also to the shipments during the special season of six weeks from November 1.

Sardines.—The catch of 152,300 barrels was the smallest for some twenty years. The value to the fishermen was only $1 per barrel. The following statistics for the four years, 1918-21, will show the seriousness of the situation:—

	Catch	Value
1918	295,753 brls.	$1,478,963
1919	214,510 "	276,565
1920	196,562 "	284,533
1921	152,300 "	160,783

It should, of course, be noted, that the heavy returns for 1918 were due to the abnormal conditions existing, when every possible effort was demanded to increase production, with a consequent rise in prices, the fishermen securing as high a rate as $70 per hogshead of five barrels. Owing to the disorganization of the canned sardine trade the packers were unable to market the packs of 1918 and 1919, with the result that the following years the pack was light and therefore there was little demand for the catches. At the present rate of $5 per hogshead, the fishermen have been heavily hit, as many of the weirs cannot be remuneratively operated at that price.

Herring.—The catch was 116,265 cwt., as compared with 236,358 cwt. the previous year. The catch was almost wholly in Charlotte county, where the greater portion is used for the smoked trade. It should be noted that the catch of 1920 was much larger than usual. This resulted in the markets becoming demoralized and smoked herring being disposed of at less than cost of production. The markets, however, are now showing good signs of improvement and there is every prospect that the important smoked herring industry of Grand Manan will be revived.

Salmon.—The catches of the net fishermen were the greatest for many years, being 4,150 cwt. as compared with 1,375 for the previous year. The increase is attributed to the abnormal dry weather conditions, which affected the rivers, keeping the fish in the coastal waters, thus enabling the netsmen to secure large catches.

Alewives.—This fishery declined from a catch of about 13,000 barrels in 1920, to 3,250 barrels the past year. No satisfactory explanation has been given. It will be interesting to note the returns for the coming year, as it is possible that the fish ascended the rivers in the early spring freshets.

District No. 2—From Albert and Northumberland Counties to the Quebec Boundary.

The conditions in this district were, on the whole, quite satisfactory.

The lobster catch was 59,453 cwt. The pack was 22,356 cases. The catch for the preceding year was 55,711 cwt.

The smelt catch was 62,041 cwt., as compared with 39,938 cwt. the preceding year. The average price secured by the fishermen was 8¾ cents per pound.

The cod catch was 75,361 cwt. The herring catch was 135,975 cwt.; 21,000 cwt. of mackerel were taken.

The tomcod or " frost fish " catch is noteworthy, the catch being 18,730 cwt. This fish, highly prized by many people as a good pan fish, has not yet been popularized in Canada, although considerable quantities are disposed of in Montreal. The catches are disposed of chiefly in the United States. The fishermen received only about $1.50 per barrel and therefore little interest was taken in the fishery, the catches of which could be very greatly increased.

It is particularly interesting to note the large increase in the salmon catch. About 15,658 cwt. were taken. The catch the preceding year was 8,152 cwt. Record catches were made in the outside waters by the drift boats. The nets operating for hatchery purposes secured 3,200 fish from sixteen nets in six days. Large quantities of the catch were shipped to England.

District No. 3, Inland waters.

This district is confined to inland fisheries only, the principal waters being the St. John river and tributaries, and comprise salmon, alewives, pickerel, sturgeon, whitefish, shad, bass and eels. The total catches amounted to 3,126 cwt. This shows an increase of 1,506 cwt.

It is interesting to note that 2,055 cwt. of shad were taken the past year. Owing to depletion this fishery was closed for the three preceding years. The quantity taken the past year was about double that taken in 1917 and it is hoped that the revised regulations, which will probably be effective next season, will result in safeguarding the fishery for many years.

The waters of this district constitute most important and valuable breeding grounds, besides affording abundance of sport fishing for the large number of visitors each year.

PRINCE EDWARD ISLAND

While there was a slight decrease in the total catch, the values greatly decreased as compared with the previous year.

Lobsters.—The catch was 63,816 cwt. The following statistics will reveal the heavy losses, both in catches and prices. It will be noted how large a part the lobster fishing and canning industry play in the industrial and economic life of the district:—

	1920		1921	
	Cases		Cases	
West Prince	8,933	$ 311,037	7,382	$152,040
East Prince	7,086	234,357	6,016	121,021
Queens	7,818	280,626	5,969	122,190
Kings	16,485	555,454	11,788	239,493
	40,322	$1,381,474	31,155	$634,744

It is particularly gratifying to note that the value of the campaign of instruction carried on the past several years for improving the quality of the Island pack has exceeded expectations. The quality has greatly improved. Much of the success is due to the lively interest taken by the canners, who actively assisted the efforts of the instructional officers and experts in every possible way.

Oysters.—The catch was 3,792 barrels, valued at $25,669, as compared with 2,775 barrels the preceding year. The outlook for this fishery is good as the catches of spat were excellent, resulting in bedding East and West rivers, Orwell, Vernon and Seal rivers with an abundance of small oysters.

THE LUNENBURG FLEET

The landings of the Lunenburg fleet were most gratifying, amounting to 269,830 quintals, as compared with 291,475 quintals in 1920, which was the largest catch in the history of the industry. The decrease was due wholly to the smaller number of vessels engaged, only 94 being employed, as compared with 117 in 1920. As a matter of fact, the average catch per vessel was greater than for many years.

The lack of the usual early spring operations accounts for the reduced total catch, as only five vessels engaged in early spring fishing, landing only 3,300 quintals, as compared with sixty-eight vessels in 1920, landing 30,000 quintals.

Under normal conditions the catch for 1921 would have greatly exceeded any catch in the history of the fleet. The drop in the prices since 1919, and the continued high operating expenses, taken together with the considerable supplies on hand from 1920, were the causes in the curtailment of operations.

The first six months of the year dried fish could hardly be disposed of at any price. In some instances the shore fishermen had to sell at $4. The local and export markets gradually revived, and during the past month sales were made at $7.

The preparations for 1922 are active, and will put a much larger number of vessels in commission.

THE LOBSTER FISHERY

Special attention has been given to the lobster fishing and canning industry and a very lively and wholesome interest developed. When it is pointed out that the catch the past year was 393,625 cwt. and that the pack was 137,607 cases, the whole having a marketed value of $5,143,403, it will be seen that the lobster fishery, with the exception of the cod fishery, is the most lucrative and valuable of the Atlantic fisheries, particularly when it is remembered that the rate of the catch was less than half that received in normal years.

The fishery is, however, subject to great danger, as it lends itself more readily to unwise exploitation. The fishing seasons are comparatively brief, the returns immediate and lucrative. For the past several years a firm stand was taken against any extension of the fishing seasons, with the result that the balance between the catch and the natural increase was fairly well maintained.

On representations that the exceptional low employment condition of the past year, together with the low prices prevailing for the catches of the deep-sea fisheries—a special lobster fishing season from November 1 to December 15 was granted to the southwestern district from Cole harbour to Minas basin. This has been of little value to the fishermen, as the fish were not in good condition during a considerable portion of the special season. The shedding of the shell was too recent, with the result that the shell was thin and the meat poorly developed. The lobster was, therefore, weak, and the percentage of losses much greater than during the regular fishing season. A majority of the canners operating did so with reluctance, as the extra season endangered the stability of the markets, which were favourable for the disposal of the regular pack. A number ceased operating after a few weeks, owing to the fish not being in good condition. As a result of the poor condition of the fish, the live lobster trade was most unfavourable. The American markets were already well supplied, and the shipments during the special season hardly paid the expenses. Many of the fishermen who were vigorously opposed to the special season did not operate, while a large number took their traps ashore some weeks before the close of the season.

A further detrimental effect was that the fishermen of Charlotte and St. John counties, New Brunswick, suffered severely by the shipments of poor quality lobsters from Nova Scotia. Last year the opening price for the New Brunswick catch was 39 cents per pound. This fall the price was 13 cents per pound. The special season was, therefore, not only unprofitable for the fishermen but involved a serious economic loss.

While the special season may have been justified, the results here clearly show that its value to the fishermen was not at all commensurate with the economic loss caused by the unsuitability of the season, and the poor condition of the catch.

The lobster fishing and canning industry requires stabilization, and every possible action should be taken to this end. It is impossible to stabilize the industry unless the fixed fishing seasons are adhered to. Every canner, to a man, and many of the more prominent fishermen of the important fishing districts are strongly opposed to additional fishing seasons, or to any extension of the seasons.

Further, there is a noteworthy growth of opinion on the part of the fishermen, particularly of the coast west of Halifax harbour, in favour of prohibiting the slaughter of small lobsters, by the enactment of a size limit regulation. Halifax county is practically unanimous in this regard, and Lunenburg county gives the proposal of the Prospect district fishermen most hearty support.

Digby county fishermen have also taken action in the matter. The Bay of Fundy shore of that county is now operating under a size limit regulation, which was adopted at the request of the fishermen. At Cape St. Mary's where the fishermen operate a Union cannery, the fishermen are unanimous for a size limit, notwithstand-

ing that the limit of nine inches proposed by them would put their factory out of business. Within the past few weeks the fishermen of Westport and other important lobster fishing centres placed themselves publicly on record as favouring the protection of the small lobster.

St. Mary's bay is one of the best natural breeding grounds on the coast, and with proper protection the lobster fishery of the bay can be very greatly enhanced in catch and value. The fishermen are alive to the advantages to be obtained by conservation, and their deliberate expression of opinion in this respect is an evidence of the high value they place on the fishery as a resource of prime importance.

THE OYSTER FISHERY

The oyster fishery is in an unsatisfactory condition. The total catch was 18,823 barrels. While the catch exceeded that for some years past it is only equal to the catch from the New Brunswick areas in 1900. As quickly as opportunity and circumstances afford a complete survey of the areas should be made, with the object of securing better control of the industry and the development of many hitherto unworked or little known areas existing along the whole coast, as well as working out a more satisfactory arrangement with the provincial authorities in connection with leasing for cultivation, and the defining of boundaries for mussel-mud digging. The farming population in the vicinity of the best areas in New Brunswick and Prince Edward Island highly prize the mud for fertilizing purposes and continually press to have the boundaries extended, with the result that digging operations are constantly encroaching on the live areas.

It is planned that a preliminary survey be made the coming summer for the purpose of ascertaining the possibilities and needs of the fishery. It may be pointed out that while the conditions in connection with the areas at Buctouche and Shediac, New Brunswick, and Malpeque and Richmond Bay, Prince Edward Island, are well known, little attention has been given to other portions of the coast where oysters of fine quality exist. In Nova Scotia there are productive areas at Ostrea lake, in Halifax; Tracadie, in Antigonish; Merigomish, and Cariboo harbours, in Pictou; Tatamagouche bay, in Colchester, and Wallace bay and Pugwash river in Cumberland. In Cape Breton, catches in fair quantities have been made at Orangedale and River Dennys in Inverness; St. Patrick's channel, Washabuck, McKinnon's harbour and Estmere in Victoria county.

It would appear that reasonable efforts for the preservation and development of this fishery would be fully warranted.

RIVER AND INLAND FISHERIES

The river and inland fisheries have not been overlooked, as they are not only of great value from a sport fishing point of view, but are quite essential in connection with netting operations carried on for the catching of salmon, smelts, alewives and other anadromous fishes. Many thousands of the residents and visitors find their recreation in the river fisheries. With proper exploitation it should not be difficult to very greatly increase the wealth of the river districts as a result of the increase of sport fishing.

The difficulties with regard to adequate protection should be appreciated. It is quite impossible at the present time, under any system of administration, to employ a sufficient force of officers to protect the innumerable rivers, streams and lakes of the Atlantic provinces. The best that can be done is to give reasonable protection to the more important streams. With the sparse population and the remarkable network of inland waters, illegalities are bound to occur. The impossible should be recognized.

The past year was not as favourable for sport fishing as former years. The extraordinary drought lowered the waters in the rivers and lakes, resulting in conditions that prevented successful angling. While considerable quantities of salmon ascended to the spawning grounds during the early freshets, the fish either continued in the coastal waters or remained in the lower pools where they showed little inclination to take the fly. Trout fishing was, however, quite good throughout the season.

The rivers have been kept free from obstruction and the fishways well looked after. Considerable work in this respect will be required this year as a number of the fishways on important streams will require to be either repaired or rebuilt. The operations of the saw and other mills have been closely watched, with the result that the rivers and streams are well protected from pollutions.

PATROL BOATS

The number of patrol boats employed at the beginning of the year was twelve. In view of the need of economy the steamer *Nelson*, operated at an annual expense of about $9,000, was laid up and finally disposed of. This boat will not be replaced. Patrol boat *F*, Western Nova Scotia district, will not be operated the coming season.

With hardly an exception the boats were operated with greater satisfaction and value than for the past ten years. The machinery and equipment was kept in good order by the motor engineer, and little or no loss of time was incurred in repairs. While there were considerable seizures of illegal fishing gear, the operations of the boats were highly effective in preventing illegalities and assisting the shore officers in adjusting difficulties among the fishermen.

THE INTERNATIONAL SCHOONER RACE

The second International fishing schooner race was held off Halifax on Saturday and Monday, October 22 and 24, and enlisted very great interest, visitors being present in large numbers.

The challenge race was preceded by the usual beautiful and spectacular Canadian elimination race for the selection of the challenger, and was won by the Lunenburg schooner *Bluenose*, in charge of Captain Angus Walters, of Lunenburg.

It will be remembered that the challenge race of 1920 was won by the American schooner *Esperanto*, in the contest with the Canadian, *Delawana*.

The first race, Saturday, October 22, was over a course of 39·3 miles, starting from the Halifax breakwater. The American schooner *Elsie* crossed the starting line at 9.00.10, followed by the *Bluenose* at 9.00.49, and after a most exciting race, during which the *Elsie* kept the lead over a considerable portion of the course, she was beaten out by the *Bluenose* crossing the finish line at 1.33.05, or 12¼ minutes in advance of the *Elsie*.

The second race, Monday, October 24, the *Elsie* again being first to cross the starting line—9.00.32—the *Bluenose* following at 9.01.52. For nearly three hours the Gloucester schooner had the *Bluenose* trailing in her wake, but the Lunenburg schooner showed her quality on the homeward stretch and crossed the finish line at 2.21.41, followed ten minutes later by the *Elsie*.

These races have awakened intense interest and will doubtless result in evolving a type of fishing schooner well adapted for both the salt and fresh fish fisheries.

SERVICES OF THE R.C.M.P.

Expression should be given to the valuable services rendered by the Royal Canadian Mounted Police, in assisting in protecting the fisheries of Prince Edward Island and in apprehending violators of the law at a number of points throughout the division. In several instances, where every local effort failed, the police succeeded in rounding up offenders. Inspector LaNauze has been most courteous and prompt in his assistance.

ADMINISTRATION

The past two years have without doubt been the most trying period in the industry for forty years, with the result that satisfactory administration has been difficult, particularly when it is remembered that the organization of the Atlantic Division was coincident with the general demoralization affecting the fishery, and that the organization involved changes necessitating the employment of a staff of officers with little or no experience in the business. It could not therefore be reasonably expected that the new officers could secure in so short a time a satisfactory grasp of the many intricate, highly involved questions constantly arising. Much progress has been made in their training, although the permanent staff is not yet complete, as a number of the first appointees were found unsuitable and had to be released.

A most promising feature of this service is the evident desire of the officers to "make good". The inspectors speak highly of their zeal.

It will be of interest to note that the number of employees, chiefly special guardians, has been reduced by about three hundred, without any loss of efficiency in the service. Indeed, the consensus of opinion along the coast is that there has been a vast improvement in this respect, notwithstanding the fact that the staff of new officers have hardly passed the A B C's of their training.

The course of instruction given at Charlottetown, P.E.I., in September last, was most valuable, and included "Address and demonstrations on the growth of Bacteria", "The migration of fishes", "Demonstration on the curing and packing of pickled fish".

A conference was held with the lobster packers, at which a most informing address was given by Mr. W. F. Tidmarsh, Charlottetown.

In addition, the chief inspector held over thirty conferences with the fishermen, packers and dealers, all of which was of very great advantage from an administrative point of view. The fishermen were particularly appreciative and gave evidence of a much increased interest in the service generally.

Twenty thousand seven hundred and fifty-three licenses were issued during the year, and 290 prosecutions undertaken for infractions of the Fisheries Act. The duty of the officers in enforcing the regulations is not a pleasant one, but is quite essential not only from the fishery protective point of view, but also in the interest of good citizenship generally. One law easily evaded brings other laws into contempt. An unpunished lawbreaker comes to hold himself above the principle of the "Greatest good to the greatest number" and this results in appeals for special privileges, to the detriment of the general public. Happily, many of the fishermen are becoming the best advocates of law observance, with the result that illegalities are not as prevalent as in the past. This is particularly true with respect to the valuable lobster fishery. In several of the more important districts illegal fishing has practically disappeared.

DEVELOPMENT

The general development of the industry must in the nature of things depend quite largely on the export trade. While there is no limit to the possible catch of deep-sea fish, particularly cod and haddock, the fact remains that the catches from these fisheries must be coincident with the expansion of the markets. There is no doubt that a large fleet of trawlers could secure heavy and steady catches, but experience has shown that the present market demands are not equal to the possible catches of the five trawlers now in the service. Indeed, the past year the fresh fish markets could not absorb ordinary catches, with the result that the trawlers have either to be laid up for about six months each year, or put in the salt fish trade, or otherwise employed. It is safe to say that every possible profitable market is being carefully exploited. The development of the deep-sea fisheries must depend on the

ability of the markets to absorb the catches. It is therefore beside the mark to lament the lack of very large development either in the catches or fishing equipment, as the development of our fisheries must go hand in hand with the development of the markets.

It should be pointed out, however that several districts, particularly on the Cape Breton coast, are sadly handicapped by the lack of cold storage, salt supplies and satisfactory transportation facilities. While it has been urged that salt depots and cold storage facilities should be furnished by the department, the wisdom or practicability of such course is very greatly to be doubted, as experience has shown that any proposition of this character that can be based on sound business practice, will be looked after by private enterprise, otherwise the difficulties and embarrassments are obvious.

Opportunities are constantly arising for the utilization of little known products of the sea. For instance, a side line of considerable promise developed in Grand Manan the last year in connection with the smoked herring industry. In this trade, which is a large one, it is necessary to remove the scales from the fish before salting for the smoke-house. The scales were a waste until last summer a New York company, engaged in the manufacture of artificial pearls sent their operators into the district and purchased large quantities of the scales, for which 5 cents per pound was paid. The total amount expended was $17,000, and it is contemplated to very greatly increase the business the coming year.

Also, inquiries have been made as to the possibilitly of securing large quantities of dulse, for which a ready market is assured. For some years past considerable supplies have been gathered, chiefly at Grand Manan, N.B., and Digby, Nova Scotia, although a good quality of dulse may be easily secured at many points along the Atlantic coast. About 1,000 cwt. was prepared for the market the past year, the value of the catch at Grand Manan being $5,880. It is reported that prospects of developing a value of at least $50,000, is probable. The usual method of taking and preparing dulse for market is to strip it from the rocks at low tide, and sun-dry for several days. This method of preparation is crude, as the production of the best quality depends upon perfect weather conditions. Doubtless with the probable development of the industry, artificial drying methods will be introduced.

It will also be interesting to note that an American firm, known as "The Marine Fish Products", are operating at the old Government Reduction plant, Canso, manufacturing fish meal and fish oil from dog-fish. Fish meal, which contains a high percentage of protein (about 80 per cent) is used mixed with other brands of meal, for cattle feed, and has a ready market, at a fair price. Fishermen were paid $6 per ton for dog-fish landed at the plant. A sufficient supply, however, could not be obtained the past year to make the operations the success anticipated. The lack of raw material was due to prevailing weather conditions during the run of dog-fish, as well as to the lack of a sufficient number of fishermen engaging in the catching of the dog-fish.

In view of the large investment in the fisheries of the province, and also in view of the large turn-over each year, and particularly in view of the fact that the industry gives direct employment to over 40,000 persons, and employment to a very considerable number in allied industries, it is obvious that it occupies a very important economic position. A study of our shore population will make clear the large part the fisheries play in the life of the province. Important towns and villages all along the coast are wholly dependent on the fisheries for their existence, while large stretches of the coast now thickly settled, would have remained unpopulated. Every endeavour to lighten the burden of the fishermen; to safeguard their interest, and to encourage the industry would be justified.

REPORT OF INSPECTOR J. E. BERNIER, M.D., ON THE SEA FISHERIES OF QUEBEC FOR 1921

I have the honour to submit my report regarding the fisheries of the Gulf Division for the season just closed.

Such season is specially remarkable for the fact that following the decision rendered by the Privy Council and dated November 30, 1920, the Federal Government was given authority of assuming the administration of the fisheries in the waters accessible from the sea by way of navigation and which had been previously placed under the jurisdiction of the provincial authorities. Such measure affected all the fishermen established along the St. Lawrence from Montreal to the gulf, as well as those inhabiting the peninsula of Gaspé. It was easy to foresee, from the very outset, that its application would be such as to raise a strong opposition, in all quarters, on their part, since they were to be compelled to take out two permits to keep their fishing apparatus in operation.

It became necessary, following short preparations, and with an untrained staff, to give the right direction to the service in such a way as to molest in the least possible way those affected by that change of administration, and show an attitude tending to strongly impress the public with the necessity for all to comply with the directions of the Order in Council dated April 20, 1921.

The fishery overseers were instructed:—

1. To renew, in the name of the same persons, all the fishing licenses granted the preceding year.

2. To require that all the fishermen, without any exception, take out licenses from the Department of Marine and Fisheries, such as provided by the new regulations.

3. To use all reasonable means with a view to inducing them to comply with same;

4. To never have recourse to rigorous measures before having exhausted all possible means of persuasion.

5. To ignore the pretentions of the Provincial Government concerning the jurisdiction of the fisheries and to avoid to get involved in any argumentation with anybody in connection therewith.

Owing to their tact, good behaviour and broadmindness, the fisheries overseers succeeded in imposing a satisfactory control without exciting much discontent, or interfering with the fishermen's undertakings. In five cases only it was necessary to take legal proceedings against those refusing to comply with the regulations.

The *Loos* being ready to put to sea on May 12, I left Quebec to undertake the regular service and assume direction of same as in former years. Taking advantage of the information gathered, I devoted all my attention to the places where the fishermen, under the influence of erroneous directions, intended fishing without any other permits than those they had procured in the past. I advised them promptly to change their decision by indicating to them all the annoyances and inconveniences which might result from such an attitude, and afterwards, until the end of the season nothing particular happened in that connection.

The fishing industry continues to be demoralized by the unfavourable circumstances resulting from the abnormal conditions of the markets. The value of the total production compared with that of 1920 has decreased by about $1,000,000.

The number of fishermen was less than that in the preceding year by about 8 per cent. The fishing apparatus and implements are not being renewed; the boats rendered useless are not replaced, and no less than 400 remained inactive during the last season. These conditions seem to deserve serious attention.

The following is a summary of what I noted throughout the different sections of my district where the principal species of fish caught are: cod, lobsters, herring, salmon, mackerel and smelts.

COD

The low prices offered for that fish as well as the high cost of all the necessary articles and goods have strongly contributed to discourage a considerable number of fishermen who made all the efforts possible to find elsewhere more remunerative occupations. Those who persisted in their old vocation were compelled to do so because they failed to procure some other employment.

In the Canadian Labrador, cod appeared in large schools during June and July. The seventy schooners from Newfoundland which resorted to that coast at the regular time, obtained much success, many re-sailing with complete cargoes og fish. The Canadian fishermen not impeded by illness from devoting their time to the fishing operations made also important catches. The yield in that section is greater than that of last year. The fishermen were specially favoured by the absence of ice as well as by fine weather.

From the mouth of the Saguenay as far as Natashquan, the fishermen did not carry on any fishing operations, till about the middle of the season. They were then improperly equipped and did not show much activity. The yield was poor. The unsatisfactory results obtained must be attributed to the prices, shamefully low, paid for dried cod, and which amounted to $2 or $4 per hundredweight, while the fishermen of the South Coast received from $7 to $11 for products of the same grade.

In the county of Gaspé, from Fame point to cap Chat, the cod fishing operations were conducted with much energy. The fishermen of that district have taken to the habit of exporting themselves their products to Europe, through the banks, and of keeping themselves closely connected with the conditions of the markets.

More circumspect, better informed, and less subordinate to the dependence of the fish dealers than those of other portions of the district, they foresaw that good results could be derived from marketing their fish products and this explains why they devoted themselves with such zeal to their fishing enterprises, and the remarkable success which resulted therefrom.

In the other part of the county of Gaspé, at Magdalen islands and in the county of Bonaventure, the yield was inferior to that of last year, which is due to the low prices offered to the fishermen, from the very outset of the season. Such a state of things tended to discourage a certain number of them who applied themselves to some other ocupations.

LOBSTERS

The lobster fishery was below the average. At Magdalen islands, the total production only amounted to 12,178 cases, against 16,618 cases in 1920. It would, however, be premature to conclude that such a decrease in the output is a sign of depletion. In consequence of the unfavourable conditions of the market and the high cost of the material necessary for carrying on fishing, the operators of the lobster factories thought it wise during the preceding winter to reduce their preparations in comparison with those undertaken in the past. The decrease of lobster traps in operation and the violence of the winds, during the months of May and June, may be regarded as the principal causes of the failure in this fishery.

Along the coast of Gaspé and Bonaventure, a decrease has also been recorded, while in the Canadian Labrador, the production has varied little.

HERRING

The spring herring appeared in large schools all along the northern part of the St. Lawrence gulf, but, unfortunately, our fishermen were not in a position to take advantage of their presence.

Up to the last years of the war, the sale of herring to foreign fishing vessels, which utilized them for bait in the cod fishery carried on on the banks, was a source

of considerable revenue for the inhabitants of the Magdalen islands. Since then, as no markets can be discovered for smoked or salted herring, and as there are only a limited number of vessels from the United States, Nova Scotia and other countries visiting the islands, with a view to supplying themselves with bait, the islanders have no interest in carrying on this fishing, but for the purpose of feeding the local market. During the last season their fishing operations were necessarily limited, and as far as it may be foreseen, this state of things will continue for an indefinite period, that is, as long as no proper method of utilizing their catches has been discovered.

In the majority of cases their revenue was insufficient to cover the operating expenses; some fishermen could not even secure a sufficient amount of profit to pay their license fees.

In the Canadian Labrador, fall herring, usually in great demand on our market, was inferior in quality, and its production was rather small.

SALMON

The statistics tend to show that the catch of salmon in the Gulf Division has doubled that of last year, having amounted to 7,805 hundredweights, compared with 4,929 in 1920. The cause of this increase cannot be explained.

If it is true to state that the general results were more encouraging throughout the different parts of the district where such fishing is carried on, it cannot be concluded that all the fishermen were equally favoured. As the water was very low and limpid in the rivers, from the very outset of the season, due to the lack of rain in spring, salmon ascended them without staying any appreciable time in the sea-waters, and consequently those having nets set in the estuaries of rivers and surroundings, were the only ones to effect profitable catches. The others operating stations usually fairly productive, but more distant, obtained so little success that the expenses exceeded the revenue they succeeded in deriving from such fishing births. These remarks apply especially to the county of Saguenay.

A fact worthy of mention which many seek to explain in a satisfactory way, without however succeeding to convince everybody, is that the size of salmon were much less on the average. In the counties of Bonaventure and Gaspé, they assert it has never been observed that the weight of salmon had fallen off to an average of 8 pounds before.

MACKEREL

This fish which had deserted the waters at the entrance of Gaspé Bay, the surroundings of Seven islands and Baie-des-Chaleurs for a number of years, tends to re-appear in more and more considerable quantities. In the county of Bonaventure where the mackerel might produce great benefits, since it is possible to ship the fish by rail, in a fresh state, the inhabitants who had given up the habit of carrying on that fishery, are now devoting to it much more attention and to that end are undertaking to equip themselves with more modern fishing implements.

At Magdalen islands spring fishing was fairly profitable, while that carried on in the fall proved a complete failure, due to the unfavourable weather conditions. Raging winds did not cease blowing during the month of September.

The proceeds of the sale were very satisfactory. The appointment of a residing fish inspector at Magdalen islands contributes to improve the quality of all kinds of fish prepared there for the market. I have personally ascertained that that officer has undertaken a campaign of instruction among the fishermen, and I have been informed that his influence has already produced good results in connection with the salting of mackerel.

SMELTS

The smelt fishery which cannot be carried on with profit but in the county of Bonaventure and in a portion of the county of Gaspé, that is to say, at such localities through which runs a railway line, has yielded 922 hundredweights more than last year.

Such results may be attributed to an increase in the number of fishing licenses granted.

FISHING LICENSES

The following is a comparative statement of the fishing licenses issued during the two last seasons:—

Licenses	1920	1921
Herring (trap-nets)	41	29
Cannery	3	3
Lobsters factory	71	75
Lobsters (fishermen)	627	951
Salmon (gill-nets)	155	347
Salmon (angling)	....	16
Trout (gill-nets)	....	5
Sturgeon (gill-nets)	....	5
Cod (trap-nets)	272	264
Smelts	....	193
Weirs	....	74
Hoop-nets	....	67
Seines	....	40
Night-lines (ligne de fond)	....	55
Eel weirs	....	274
		2,416

The patrol season on board the Loon closed without any casualties, and we came back to Quebec on October 28.

Fishermen other than Canadians who appeared in small numbers on the coast of Labrador and Magdalen islands have faithfully complied with the regulations. The fisheries law has, in a general way, been well observed: in addition to the five prosecutions above mentioned, it was necessary to take eighteen further legal proceedings against certain fishermen of Port Daniel and surroundings for having not adapted their salmon nets as prescribed by Section 18, sub-section 6 of the regulations; one for having thrown saw-dust into Sainte Anne des Montes river, and two others for having used dynamite in Saint Jean river (county of Gaspé).

REPORT OF CHIEF INSPECTOR G. S. DAVIDSON, PRAIRIE FISHERIES DIVISION, FOR 1921

I have the honour to submit herewith my annual report on the fisheries of the Central Division.

In the province of Alberta there has been a slight increase in the commercial catch over the year 1920. At the same time there has been a decrease in the number of fishermen operating, this latter was no doubt caused by the adverse condition of the markets in the first six or seven months of the year.

During the course of the summer the Mackenzie Basin Fisheries, Limited, commenced the erection of a cannery and salting and smoking plant on the shore of lake Athabaska, about twelve miles northwest of Black bay. A considerable amount of fishing equipment in the shape of motor boats, dories, scows was taken in to the site of the plant. The machinery for the plant was taken in and installed, actual canning operations commencing on September 14, the plant operated daily from that date until September 30, during which period the output was 645 cases of canned trout, 62 cwt. salted trout, twenty cases canned whitefish and ten cases of smoked

whitefish, all of which I understand was shipped out to Edmonton. It is too early to make any statement as to the future success of this cannery. A market will have to be created and shipping facilities greatly improved, before, in my opinion, profitable competition with the long-established canneries can be maintained.

In the southern part of the province all reports received go to show that the closing of the trout streams for a period of two years has attained the desired result, and that fish are now more plentiful than in years past. It has been suggested that the streams within the limits of the forest reserves be closed to all fishing, if this action is taken, it will mean the preservation of the spawning and breeding grounds of the trout and the effect will be beneficial in all the southern district of Alberta.

In the province of Saskatchewan there was a slight decrease in the total quantity of fish taken for commercial purposes, also in the number of fishermen engaged in the work. This can be accounted for by the depressed condition of the markets earlier in the year, which resulted in the fishing companies holding off until such time as they could see clearly where the catch could be disposed of. I may say that the administration of the fisheries of this province has been eminently satisfactory during the year. The officers are all experienced and keen on their work, and have certainly given their best efforts to making a success of the supervision of their different districts.

It was found necessary to close Lowes lake to summer fishing for whitefish, this lake being the principal summer fishery in the province it was feared that it was being subjected to too heavy fishing and this course was taken in order to give it a chance to recover. The closing of this lake may have had some slight effect in lessening the total quantity of fish taken, but it was a necessary action and will well repay the present loss when again opened.

In the province of Manitoba, in spite of very precarious market conditions during the first six or seven months of the year, there has been an increase in catch. For the past four or five months the market has steadily improved, so that where a loss was anticipated a certain amount of profit was found instead. Sturgeon fishing was carried on during the winter in the Churchill river for the first time. These operations were not successful to those engaged in them owing to the difficulties encountered in transporting the catch from the fishing grounds to the nearest shipping point, however, there was no loss by waste of fish, I am glad to say.

During the month of June, the Assistant Deputy Minister of Fisheries visited Winnipeg and Winnipegosis, where he met a large number of delegates, appointed by the fishermen of those districts and with them discussed certain changes in the regulations which they desired. Practically all of these changes were granted. At these meetings the fishermen were shown clearly that it was the desire of the department to show them every consideration, and to advance their interests in every way, compatible with the proper preservation of the fisheries. This fact I feel sure the fishermen fully realized.

In general I may say that the reorganization of the fishery service in the Central Division was completed during the year, and it is already noticeable that this reorganized service is doing good work and is working smoothly. The officers are helping the fishermen to the best of their ability; showing them that they wish to co-operate with them in bettering the fishing industry in every way; urging them to place their catch on the market in the best possible condition; and teaching them that observance of the regulations is solely for their own benefit. While there is in certain districts a certain amount of illegal fishing, I think that this condition is improving, wherever it is sharply checked and the examples made are having their effect.

It is noticeable that the general lowering of prices of meat and foodstuffs is not followed by the price of fish. In my opinion the price is much too high to make it a popular article of diet. So long as a very large percentage of the catch of these

provinces finds an unlimited market, with high prices, in the United States, the price will keep its present level. In comparison with most other foodstuffs, fish is and has been the highest priced article of food in the market. With the reduced cost of production, now evident, I hope during the coming year to see fish take its proper place as a food and that its consumption will greatly increase. The efforts of the officers of this division to accomplish this will I am sure have a certain amount of effect.

I desire to record my appreciation of the officers of this division, as a whole, for their co-operation and support in the work of supervising the fisheries of these three provinces. I would also convey my thanks to that efficient body, the Royal Canadian Mounted Police, for the assistance given us, especially in the outlying portions of the country, where it is not possible for our officers to make numerous patrols, there, their assistance has been invaluable, and their whole-hearted co-operation with our officers has been pleasant to see.

In conclusion I may say that the year 1921, taking into consideration the very adverse market conditions obtaining throughout the first half of the year, may be considered a fairly successful one. It is apparent now that the limit of depression in the fishing industry is passed and that the future will be most successful.

REPORT OF CHIEF INSPECTOR, MAJOR J. A. MOTHERWELL, WESTERN FISHERIES DIVISION (BRITISH COLUMBIA), FOR 1921.

The value of the fisheries products of the province of British Columbia exceeds that of any other province in the Dominion of Canada, in the fiscal year 1920-21 being 45 per cent of that of the whole Dominion.

SALMON

First in value comes the salmon, the pack of which during the season just closed amounts to 602,657 cases of all varieties. The preceding season the total pack was 1,187,616 cases, or close to 100 per cent greater than the year 1921. Not since the year 1908 has the salmon pack in this province been so small. This is due principally to the practical failure of the sockeye run together with the fact that owing to the condition of the markets there was no incentive for the canners to pack springs, cohoes, pinks, or chums.

The sockeye pack for the whole province during 1921 was 163,914 cases against 351,405 cases for 1920 and 339,848 for the brood year of 1917, and in the big year of 1905, 1,080,673 cases. It will be plainly seen that the supply of this variety of salmon has become alarmingly depleted. This is particularly the case in the Fraser River district where the pack this year was only 35,900 cases and where, unless some co-operation can be obtained from the interests on Puget sound, the small supply which annually comes to this locality will undoubtedly be entirely wiped out.

In the northern district, the Naas river appears to be going the way of the Fraser and would appear to call for some very drastic action.

The sockeye pack on the Skeena has been the worst in the history of that stream and the experience during the past season at the Bella Coola, Rivers Inlet and Smiths Inlet districts has been also extremely disappointing.

The sockeye variety being by far the most valuable has in the past been fished much more intensively than others and there would appear to be no doubt that this is the chief cause for the present condition. In spite of the fact that the amount of fishing equipment has materially increased the catch has been becoming less.

It has been suggested that during the period of the war when the cry was for food, more food, and still more food, a much larger proportion of the salmon runs

was taken than would have been the case under normal conditions and the industry is possibly now feeling the result of that intensive fishing in the brood years of the four-year cycles.

It has been intimated by a most eminent authority on the salmon on this coast that this year's small run may be due to a large extent to the conditions found on the feeding grounds between the time the fingerlings left the fresh water and the time they returned from the sea as mature fish. In the Skeena district the sockeye during the past season were of an unusually small average in size and this fact may confirm the above theory.

Another cause mentioned is the fact that four years ago, in 1917, there occurred a series of unusually violent freshets. These extended practically over the whole coast of British Columbia and particularly north of the Fraser river. These occurred, unfortunately, shortly after the sockeye salmon had finished spawning and resulted in the spawning beds being largely destroyed and huge quantities of eggs totally lost.

It is very probable that each of the above three reasons was a contributing factor to this year's conditions and the situation being as it is, extraordinary means are imperative to conserve and if possible restore the runs of the sockeye salmon to the several areas.

The runs in recent years show conclusively that in the past there has not been a sufficient escapement of parent fish of the sockeye variety to the spawning grounds. That being the case and if fishing operations were carried on with no greater intensity than up to several years ago, the necessity for some curtailment would still be apparent, but in the light of the last few years experience when larger quantities of gear were used and in spite of which the catch became smaller, the necessity for some drastic action is much more evident and there is no alternative but to provide immediately for a much larger escapement.

Undoubtedly the first consideration of the administration is the conservation of the supply as it can be readily realized that if the supply of raw product is not maintained it will only be a matter of time when the salmon fishing industry will be a thing of the past. The most efficacious way of assuring an adequate escapement of parent fish is by means of curtailing the fishing in the way of increased weekly closed periods, a shorter fishing season, the lowering of the fishing boundaries, or all three methods, at the same time increasing to the greatest extent possible fish cultural operations and efforts in the way of clearing from the salmon streams all obstructions to the ascent of the parent fish to the spawning beds.

To insure a sufficient escapement of salmon it may become necessary to so curtail fishing operations as to make them unprofitable to both fishermen and canners and other branches of the industry until the runs have been again built up. In this way the salmon supply would be preserved but it is possible that the industry, which is already in a precarious position financially owing to the last few years experience, may be irretrievably injured and the situation is so serious as to require the most careful consideration.

On the other hand if no prompt and adequate action is taken and if the runs are permitted to decrease each season it will be only a very short time before the runs of sockeye are so depleted as to result in the loss of employment to thousands of fishermen who now depend on the sockeye fishing and in addition the numerous canning establishments will be unable to operate for lack of a supply of this particular variety of salmon.

Under the present conditions there is only one course open and that is to preserve the supply and steps are being taken towards this end and will be applicable to operations in 1922.

During the season just ended greater restrictions were placed on the sockeye fishing than in previous years, the season being closed earlier than usual and at one point in particular the weekly closed season considerably extended.

Owing to the fact that the fall grades of salmon have not been in such demand as the sockeye there have not been fished to the same extent and do not show serious depletion apart from several points which will receive particular attention in the future from the standpoint of conservation. The supply of pinks and chums has been well maintained and although the packs of these varieties for the past year have not been large it was due to the anticipation that the market would not be in a condition to absorb any quantity.

The spawning areas of the fall varieties were well seeded this year although in certain localities fishermen were disappointed at not obtaining as large a catch as they expected. This was due to the streams being so high and there being so much fresh water that the fish instead of having to wait at the mouths of the streams for the water to rise, proceeded immediately up to the spawning beds and so escaped the nets. Fishing for pinks and chums is mostly carried on by means of seines although a considerable quantity of pinks is taken in the gill-nets during the sockeye season.

The supply of red salmon being apparently insufficient to fill the market requirements it is very probable that the demand for pinks and chums will be considerably increased and although there is no marked depletion in the supply of the varieties there is no doubt that in order to insure the runs against being overfished the proper steps will be taken next season to the end that the experience in connection with the sockeye supply will not be repeated in the case of the fall varieties.

A good run of spring salmon was experienced during the season 1921, in the northern district, the fish averaging about thirty pounds. The run of this variety to the Fraser River was satisfactory. The same may be said of the West Coast of Vancouver Island. It is regretted that probably eighty per cent of the catch of this variety in that district is exported. Sixty per cent of the fishermen trolling for salmon on the west coast during 1921 were Japanese who account for at least eighty per cent of the catch, practically all of which goes to Puget Sound points in a fresh or mild cured state

Export of Salmon.—Under the present regulations fresh salmon, with the exception of the sockeye variety, are permitted to be exported free of export duty. The following are the quantities so shipped from the province during the past three seasons and mostly for processing in the United States:—

1919—25,557,000 pounds.
1920— 4,346,000 "
1921— 9,084,300 "

The majority of the above quantities was purchased by interests from Puget sound and conveyed to the canneries in those waters, canned and placed on the markets of the world under labels anouncing that the contents were *British Columbia salmon packed on Puget sound.*

Unfortunately owing to the long distances the fish are carried when exported and the delay in the collecting boats obtaining loads, the salmon, when it reaches the cannery, is not always in a fit condition to be packed. In past years it has been canned, however, and the injury done the British Columbia industry by the processing of this inferior fish, some of which was found to be unfit for human consumption, will be appreciated.

It is anticipated that with the demand for the fall grades of salmon improving the Alaskan and Puget sound cannery interests, whose own supply of raw product has been depleted, will be coming more and more to Canadian waters at the expense of the British Columbia industry.

In this connection it is interesting to note that an export duty of two cents a pound would have resulted in a revenue to Canada amounting to $779,746.

HALIBUT

Next in value to the salmon comes the halibut fishery. During the twelve months just ended the total landings in British Columbia ports amounted to 32,586,800 pounds. Of this amount 13,055,400 pounds were landed by Canadian bottoms and 19,531,400 pounds by American bottoms.

No licenses are required in the case of halibut fishermen owing to the fact that practically all operations are carried on in extra territorial waters. There is, therefore, no revenue from this source apart from the customs duties although the benefit derived from so many boats calling at Canadian ports where they are permitted to outfit, dispose of their catch and engage crews, will be readily appreciated.

As each season passes, the necessity for a closed period in connection with this fishery becomes more apparent. The numerous reasons have already been very thoroughly gone into by the Canadian American Fisheries Conference of 1918 and in the report submitted it is ably demonstrated that neglect to protect halibut during the winter months would have absolutely no justification and would result in the absolute ruin of this enormously valuable fishery.

It will be extremely regrettable if the American Senate refuses to ratify the proposed Halibut Treaty and it is sincerely hoped that the remarkable unanimity of all concerned, both Canadians and Americans, on the absolute necessity and desire for such protection, will result in the hoped for ratification.

HERRING

The supply of herring on the British Columbia coast shows no depletion. The pack put up by the several different methods, varies from year to year naturally owing to market conditions. During the past season 2,417 barrels of herring were Scotch cured in the Barclay Sound district and for which a demand was found principally in the Eastern States; 4,149 cases were canned and 23,998 tons were dry salted for the Oriental market. Smaller quantities of this variety of fish were smoked and also placed on the local markets in a fresh state.

Apart from Nanaimo and Barclay sound, herring is not caught in large quantities except in the Prince Rupert area where large amounts are used fresh and frozen each year for the purposes of halibut bait. During recent years American boats proceeding north to the halibut grounds have been able to obtain supplies of bait at Barclay sound points and Nanaimo and it is expected that the quantities in the southern part of the province will be considerably increased in the future.

PILCHARDS

During the calendar year 1920 there were 91,197 cases of pilchards packed and during the year 1921 only 16,091 cases. The decrease is due entirely to market conditions as this very desirable variety of food fish is very abundant on the west coast of Vancouver island.

Recently new markets have been developed in New Zealand, Australia and India and it is anticipated that in future years large quantities of pilchards will be packed and shipped to those points.

SUNDRY VARIETIES

In addition to the varieties specially mentioned there is a great number of other edible fish which are taken to a more limited extent. Included in these are the cod, flounder, sole, skate, smelt, octopus, clams, crabs, shrimps, sturgeon, perch, abalone and oysters, the great proportion of which are used fresh and which in the aggregate represent a very considerable value annually.

WHALING

Due to market conditions for the products of these mammals, no whaling operations have been carried on in British Columbia during the season 1921, the stations at Naden Harbour, Rose Harbour and Kyuquot being closed. Prospects look considerably better, however, for next season and it is anticipated that hunting will be resumed in 1922.

FUR SEALS

There were 2,349 fur seals taken off the coast of British Columbia under Article 4 of the Pelagic Sealing Treaty of 1911, which permits Indians to hunt these animals by means of canoes propelled entirely by oars, paddles or sails and without the use of firearms, and preparations are under way to hunt fur seals during next season on a larger scale. These operations require careful supervision by the boats of the Fisheries Protection and Fisheries Patrol Service in order to insure that the provisions of the treaty are not violated.

REDUCTION WORKS PLANTS

During the past season seven plants were operated for the purpose of the manufacture of fish meal, fertilizer, and the rendering of oil from the non-edible fishes, sharks, hair seals, and the offal from the numerous canneries. During the period of the war there was considerable activity in this industry owing to the abnormally high prices of fish oil. During the past few seasons, however, the prices have been so low that the profits have been reduced practically to the vanishing point.

This class of industry is deserving of every encouragement, particularly as grayfish are used in very large quantities, resulting in the destruction of a fish which is so injurious to the runs of the edible varieties. In addition the offal from the canneries and cold storage plants is collected and processed, thereby obviating the necessity for the dumping of this raw product in most undesirable places and eliminating the expense of towing it long distances to deep water.

From the shark skins, excellent leather has been manufactured and it is regretted that the operations of the one plant in the British Columbia waters which used sharks, found it impossible to continue. The supply of the raw product is abundant and no doubt this branch of the industry will be properly developed in the course of a few years.

HAIR SEALS AND SEA LIONS

During the past season the demands for some action by the department with a view to eliminating hair seals and sea lions from the salmon fishing grounds has become more insistent. There is no doubt that vast quantities of very valuable salmon are destroyed, resulting, in certain localities, in the difference between profit and loss to the fishermen. It is hoped that some means may be shortly devised whereby these pests can be exterminated or at least so reduced in numbers as to bring relief to the salmon fishing industry. The seals are difficult to destroy, in any appreciable numbers, but the sea lions are a fairly easy prey when hunted on their rookeries.

LICENSES

The following statement shows the number of licenses issued during the year 1921 in the Province of British Columbia:—

	1921	Increase over 1920	Decrease
Salmon gill-net—			
Whites and Indians	2,681	151	....
Other nationalities	2,096	....	132
	4,777	19	....
Salmon trolling—			
Whites and Indians	957	....	278
Other nationalities	505	....	8
	1,462	....	586
Salmon cannery	56	....	10
Salmon trap-net	8	....	11
Salmon purse-seine	59	....	103
Salmon drag-seine	34	....	11
Salmon saltery—			
Whites and Indians	26	23	....
Other nationalities	9	....	....
	35	23	....
Herring gill-net—			
Whites and Indians	36	....	2
Other nationalities	21	11	....
	57	9	....
Herring purse-seine	25	....	10
Cod gill-nets—			
Whites and Indians	31	....	3
Other nationalities	80	....	....
	111	....	3
Other varieties—			
Whites and Indians	567	43	....
Other nationalities	386	72	....
	953	115	....

PATROL SERVICE

The British Columbia coastal waters during the past season were patrolled by two steam and eighteen gasoline boats the property of this branch of the department. In addition thirty gasoline boats were chartered during the fishing season, making a total of fifty. It will be appreciated that with a coast line of approximately 7,000 miles containing hundreds of inlets, bays and streams where fishing is carried on, it is imperative that an efficient patrol service be maintained to the end that the valuable fisheries resources of the province may be preserved. A great majority of the hundreds of streams entering into the sea are frequented by some variety of salmon, and if great care is not taken to cover all territory it would be a very simple matter for the runs of salmon, particularly the fall varieties, to be exterminated. While it is not possible to cover all streams as adequately as could be desired, at the same time, consistent with reasonable economy, the patrol service has proved to date fairly satisfactory. If intensive fishing for fall varieties of salmon develops there is no doubt that the patrol must be considerably increased if the salmon supply is to be saved.

It is interesting to mention the fact that during the past season a certain amount of patrolling was done by means of one of the government sea planes maintained at the Jericho Flying Station in Vancouver. During the season the officers of this department used this method to the extent of forty-eight hours' actual flying time and were able to cover long distances with a saving of much valuable time and with the result that considerably greater efficiency was effected in those parts where this method was adopted. It was hoped that the flying service could be utilized to a very large extent and possibly be substituted for several of the gasoline boats. However, owing to the fact that the air craft cannot be used at night in the fisheries service and also to the fact that weather conditions, fog particularly, often prevent flying, it was not found possible to make as much use of the service as was anticipated. In addition to this the expense in connection therewith, unless it will result in some great saving of time, is hardly commensurate with the benefits obtainable.

As an example of the saving in time it is interesting to refer to a trip which was made from Vancouver to Anderson and Kennedy lakes on the west coast of Vancouver island. Owing to the transportation facilities to these more or less inaccessible points, the journey by ordinary means would have consumed probably seven days. By means of the sea plane the officers were able to leave Vancouver at eight o'clock in the morning, spend three hours at each of the hatcheries situated on the above-mentioned lakes, and return to Vancouver by six o'clock the same evening.

Mention should be made of the increased efficiency and economy to the Patrol Service resulting from the appointment of a highly qualified gasoline engineer who takes charge of all the repair work of these launches at the end of the season and keeps them in running order during the period they are in commission. The expense to the department in the way of his salary is saved many times over each season.

EBERTS' REPORT

It is with considerable gratification that the report of the commissioner, the Hon. Mr. Justice D. M. Eberts, has been received after his investigation into the several charges against the administrative officers of the British Columbia branch of the Fisheries Service. It is exceptionally gratifying to find that all the charges made have been proved to be absolutely without foundation and on the contrary the commissioner in his report specially testifies as to the efficiency of the officials of the Department of Fisheries in British Columbia and particularly to those who were charged with irregularities, dereliction of duty and partiality. Judge Eberts states with the greatest of emphasis that not the slightest evidence was adduced to convince him that any one of these gentlemen was guilty of any of the charges made. On the contrary, he was impressed on all occasions with their sincere desire to carry out the fishery laws in keeping with their instructions, with their grasp of the fishery situation, in their desire to be fair, and their never-failing object to preserve the fishing industry in British Columbia for all time.

INDIANS

Each season, with the increased amount of information received, it becomes more and more apparent that the depredations of the Indians on the spawning beds of the salmon has become so serious as to greatly endanger the supply of this variety of fish. In the Fraser River watershed, Indians or others are not permitted to take salmon above the Mission bridge and as far as it is possible this regulation is enforced. On the Skeena River watershed, however, the Indians are permitted to, for the purpose of their own winter's food, take from the spawning grounds what salmon are required. During the past fall many thousands of spawning sockeye salmon were destroyed which will result in a loss to the fishing industry impossible to estimate.

In addition to the Babine Lake district Indians, during the season 1921, a large number of families from the Fraser River watershed came across to the Skeena and obtained their food supply and these Indians are making arrangements whereby a greatly increased number of families will repeat this operation next year.

In view of the immense value and importance of the sockeye salmon fishery and the present depleted condition of the runs, it is imperative that this practice be stopped at the earliest possible moment, otherwise all efforts at conservation will be of no avail. It is not reasonable to seriously hamper the fishing industry of the province by way of increased restrictions in fishing operations and permit the Indians to nullify all good results obtained thereby.

MEETINGS WITH INSPECTORS AND OVERSEERS

In the spring of 1921 the inspectors and overseers of the province were called to Vancouver for the first of what is intended to be the annual meeting of such officers with the chief inspector for the purpose of discussing fully the numerous fisheries problems of the several districts and for an exchange of ideas and advice which it is hoped will result in much greater efficiency in the service. There is no doubt that personal contact with the officers of the province results in a far better understanding of one another's problems and makes for a considerably increased esprit de corps and the betterment of the service generally.

CONFERENCE WITH STATE OF WASHINGTON FISHERIES BOARD RE: SALMON FISHERIES OF THE FRASER RIVER AND PUGET SOUND

As long as twenty years ago it was apparent that the sockeye runs to the Fraser river would require increased conservation methods in order to preserve this enormously valuable natural resource. Owing to the fact, however, that the salmon ascending the Fraser river pass through the waters of Puget sound on the American side of the line, it was not possible to put into force any regulations which would curtail fishing operations on the Canadian side if similar steps were not taken in connection with the fishing on the American side of the line.

Commissions have been appointed and many meetings have been held for the purpose of arranging for some co-operation with the authorities to the south with a view to proper conservation methods being provided. Unfortunately up to date it has been impossible to obtain such co-operation and the result has been that the sockeye fishery of the Fraser has become so seriously depleted that the large packs taken in past years and which should be worth annually in the vicinity of thirty millions of dollars, have been reduced to a very small fraction of that amount.

It was hoped that the draft treaty recommended by the Canadian-American Commission of 1918 would have provided machinery which would permit of the proper handling of the situation. Unfortunately, although the treaty was signed by both the Canadian and American members of the commission and was tentatively approved by the Dominion Government, it was finally withdrawn from the American Senate, due to strenuous opposition from the State of Washington. This final action by the Senate was advised to this department during the present fall.

As soon as it became apparent that no help could be looked for in the way of the proposed treaty, steps were immediately taken to meet the newly appointed State of Washington Fisheries Board, in the hope that it would have sufficiently wide powers to co-operate with the Dominion Government and make possible an agreement whereby the salmon runs to the Fraser river could be restored and adequate conservation methods enforced.

A meeting was held in Vancouver on December 12 last. No agreement was reached as to the means of restoring the sockeye runs to the Fraser river, but an understanding was arrived at with respect to several other questions which came up at the conference.

OBSTRUCTIONS IN STREAMS, 1921

As a more intimate knowledge of the conditions obtaining on the spawning beds and in streams leading to spawning areas for salmon becomes available, the necessity for considerable attention being given each year to the clearing out of obstructions to the ascent of spawning fish becomes more apparent.

It will be appreciated that in the work of clearing obstructions in streams there are many difficulties with which the engineers have to contend. In the first place, experienced men are required and it is often difficult to obtain these for the short periods during which it is possible to operate.

Owing to many of these obstructions being in very remote parts of the province, the lack of facilities for transporting men and supplies causes much loss of time and makes the work very hazardous. In many instances supplies have to be packed in on the backs of the men, as it is impossible to use horses or boats.

Another difficulty to be confronted is the fact that in most cases there are only certain months in the year when the weather and water conditions permit of obstructions being removed satisfactorily, and as these periods are very similar in most parts of the coast, the attention of the engineering staff is required at many localities at much the same time, rendering the very desirable personal attention very difficult and at times impossible.

The clearing of obstructions, survey of hatchery sites, building of fishways, wharves, preparing of plans and other related work has necessitated during the past season the employment of additional help in the engineer's office, and it is anticipated that as this most important work increases it will be necessary to provide permanent assistance in the way of an assistant who can attend to the drafting and office routine, both engineers being kept very busy attending personally to the outside work.

REVENUE

In comparing the total revenue of the province for the calendar year 1921 with that of 1920 it will be observed that the past season shows a reduction of approximately $82,000. The following comparative statement covering the principal items on which revenue is collected is very eloquent:—

	1920	1921
Salmon gill-net	$ 47,650 00	$ 47,790 00
Salmon drag-seine	8,850 00	4,650 00
Salmon purse-seine	46,800 00	18,600 00
Salmon cannery	32,500 00	21,500 00
Salmon trap-net	9,500 00	4,000 00
Salmon saltery	600 00	1,700 00
Salmon trolling	9,260 00	7,315 00
Tax on seine and trap-net caught salmon	31,474 74	17,988 16
Tax on canned salmon	39,415 50	24,097 78
Herring purse-seine	2,775 00	1,875 00
Crab	445 00	485 00
Fines	2,203 50	1,708 50
Sales	3,296 47	1,186 03
Sundry licenses	1,307 50	1,384 50
Totals	$236,077 71	$154,279 97

It will be observed that practically all the reduction is due to the operations in connection with salmon fishing. Owing to the unfortunate condition of the salmon market as affecting pinks, chums, cohoe, and spring salmon and also to the fact that a great percentage of the first two varieties particularly are taken by means of seines, it was not anticipated that the revenue would be so great as that of last year. In fact at the first of the season it was anticipated that practically no pinks or chums would be canned apart from those which were taken by gill-nets while fishing for the sockeye variety. As the fishing season advanced, however, it

was found that the market conditions were improving considerably. In addition most companies had on hand a stock of cans or tin plate which had been purchased at top prices and which they were desirous of salvaging as far as possible as prices of this supply were falling. This being the case, during the latter part of the season the fall varieties were fished to a greater extent than at first expected.

CO-OPERATION BY PROVINCIAL FISHERIES DEPARTMENT

It is with much pleasure that reference is made to the apparent desire of the Provincial Fisheries Department to co-operate with this one as far as possible for the benefit of the fishing industry of the province. Evidence of this spirit has been abundant during the past year and I particularly wish to testify to the assistance rendered by Mr. J. P. Babcock, the assistant to the commissioner at Victoria and who has at all times shown a willingness to assist by means of his personal, extensive, and valuable knowledge and experience of British Columbia conditions.

STAFF

In conclusion, I wish to express personal appreciation of the loyalty and efficiency of the staff of the British Columbia Fisheries Service. This is particularly gratifying during the first year of the writer's experience as chief administrative officer for the province.

INSPECTION OF SPAWNING AREAS

During the season 1921 the inspection of spawning areas was given particular attention and it is proposed to have this work performed with the greatest possible thoroughness each season.

The several fishery officers of the province are being specially coached with a view to obtaining the most reliable information possible and the results of the first season have been most satisfactory. The report in full which follows was prepared from data furnished by the inspectors, overseers, guardians and superintendents of hatcheries together with a certain amount obtained by the chief inspector of the province personally, who together with Mr. J. P. Babcock, the assistant to the Commissioner of Fisheries for the province of British Columbia, and Dr. C. H. Gilbert, of the University of Stanford, visited particular portions of the Fraser river watershed.

APPENDIX II.

Financial Statement, Fisheries, 1921-22

Vote No.	Services	Appropriation	Expenditure
237	Salaries and disbursements of fishery officers, Fisheries Patrol Service, Oyster Culture	$ 754,000 00	$ 708,438 72
238	Building fishways, etc.	40,000 00	22,681 00
239	Legal and incidental expenses	4,000 00	1,581 82
240	Conservation and development of deep sea fisheries	25,000 000	18,128 79
241	Fisheries intelligence Bureau	5,000 00	1,819 84
242	Inspection of canned and pickled fish	15,000 00	14,999 69
243	Fish culture	365,000 00	362,636 93
244	Scientific investigations into fisheries	15,000 00	11,399 11
245	International Commission—Fraser River	10,000 00	
246	Marine Biological Board	42,000 00	42,000 00
		1,275,000 00	1,183,685 90
	Civil Government salaries	92,060 00	83,152 69
	Contingencies	25,000 00	23,923 91
	Fishing bounty	160,000 00	159,449 80
		1,552,060 00	1,450,212 30
367	Cost of living bonus		78,676 48
529	Reclassification arrears		4,774 66
	Superannuation Act, 1920, No. 4		4,756 66
	Gratuities *re* deceased officials		230 00
	Total net expenditure, 1921-22		1,538,650 10

Revenue Collected, 1921-22

Class	Licenses	Revenue Tax	Fines	Sales	Total collected	Amounts refunded	Net Revenue
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Licenses, etc.—							
Nova Scotia	10,758 44		1,646 01	455 94	12,860 39	20 00	12,840 39
Prince Edward Isld.	2,489 47		325 00	62 75	2,877 22	2 00	2,875 22
New Brunswick	13,781 80		1,539 00	748 65	16,069 45	30 00	16,039 45
Quebec	13,972 93		250 00	134 46	14,357 39		14,357 39
Ontario			30 00	851 30	881 30		881 30
Manitoba	8,451 50		541 00	297 31	9,289 81		9,289 81
Alberta	9,899 00		142 00	78 30	10,119 30		10,119 30
Saskatchewan	2,633 00		256 00	585 31	3,474 31		3,474 31
British Columbia	120,313 96	29,869 07	1,643 50	2,677 80	154,504 33	600 00	153,904 33
Yukon	375 00				375 00		375 00
Totals	182,675 10	29,869 07	6,372 51	5,891 82	224,808 50	652 00	224,156 50
Casual							5,451 20
Fish culture							6,066 05
Revenue under Pelagic Sealing Treaty							86,080 62
Premiums on exchange							7,146 37
Total net revenue collected, 1921-22							328,900 74

Detailed Statement of Salaries and Disbursements of Fishery Officers

EXPENDITURE FOR FISCAL YEAR 1921-22

Districts	Officers		Guardians		Miscellaneous	—	Totals
	Salaries	Disbursem'ts	Wages	Expenses			
Eastern Division—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Halifax office	12,899 00	1,340 91			856 04	15,095 95	
Nova Scotia No. 1	11,250 48	6,591 15	12,910 50	48 37	227 91	31,028 41	
" No. 2	14,557 90	6,899 31	3,870 92	309 90	235 38	25,873 41	
" No. 3	16,333 06	8,386 62	4,484 91		154 01	29,358 60	
							101,356 37
New Brunswick No. 1	8,219 00	4,684 33	3,893 00	179 26	229 90	17,205 49	
" No. 2	14,962 90	7,629 66	9,065 48		193 79	31,851 83	
" No. 3	5,794 09	2,271 41	6,939 60		93 27	15,098 37	
							64,155 69
Prince Edward Island	7,434 99	3,320 64	605 00	24 13	139 08		11,523 84
Totals	91,451 42	41,124 03	41,769 41	561 66	2,129 38		177,035 90
Quebec	11,465 79	6,574 32	1,134 05	329 31	399 01		19,902 48
Central Division—							
Winnipeg office	3,180 00	1,021 34			43 25		4,244 57
Manitoba	6,285 62	3,067 49	215 16	229 20	61 20		9,858 69
Saskatchewan	10,437 66	4,235 87	215 00	407 30	34 70		15,330 53
Alberta	7,695 83	4,366 14	122 50	262 75	26 70		12,473 92
Totals	27,599 11	12,690 84	552 66	899 25	165 85		41,907 71
British Columbia Division—							
Vancouver office	16,617 90	1,550 80			3,250 10	21,418 80	
British Columbia No. 1	11,342 67	6,593 45	2,558 03	877 95	554 51	21,926 61	
" No. 2	12,247 93	2,958 93	2,049 52	522 90	684 76	18,464 04	
" No. 3	14,340 00	4,736 25	7,432 59	1,657 41	103 55	28,269 80	90,079 25
Totals	54,548 50	15,839 43	12,040 14	3,058 26	4,592 92		90,079 25
General Account	385 00				25,084 27		25,469 27

SUMMARY

Eastern Division	91,451 42	41,124 03	41,769 41	561 66	2,129 38		177,035 90
Quebec	11,465 79	6,574 32	1,134 05	329 31	399 01		19,902 48
Central Division	27,599 11	12,690 84	552 66	899 25	165 85		41,907 71
British Columbia Division	54,548 50	15,839 43	12,040 14	3,058 26	4,592 92		90,079 25
General Account	385 00				25,084 27		25,469 27
Totals	185,449 82	76,228 62	55,496 26	4,848 48	32,371 43		354,394 61

Detailed Statement of Fisheries Patrol Service

EXPENDITURE FOR FISCAL YEAR 1921-22

Vessels	Paylist	Board or Provisions	Fuel	Repairs		Supplies		Clothing	Miscellaneous		Totals
				Hull	Engine	Engine	Deck				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Eastern Division											
General Account									345 56		345 56
Truro shop	870 00				102 54	55 11			850 36		1,878 01
Nova Scotia—											
Patrol Boat A	3,209 91		822 01	155 61	35 87	220 02	218 13	44 67	76 99	4,783 21	
" B	2,668 44		700 53		65 44	56 84	98 17	110 87	48 38	3,748 67	
" C	3,726 66		1,161 09	146 57	241 61	345 65	186 93	80 75	57 36	5,946 62	
" E	3,049 42		1,098 96	154 00	67 60	125 20	133 40	100 80	51 23	4,780 61	
" F	2,664 83		349 73		133 03	87 19	94 99	66 18	23 37	3,419 32	
Thirty-Three									248 85	248 85	
											22,927 28
Prince Edward Island—											
Nelson J. L	378 00			60		75 04	5 76		172 73	632 07	
Patrol Boat D	2,801 89	18 39	340 94	216 36	55 71	55 29	160 35	141 56	131 10	3,921 65	
Richmond	634 42		160 89	87 56	1 60	109 73	34 67		26 93	1,055 80	
											5,609 52
New Brunswick—											
Mildred McCall	3,177 45	19 83	639 44	286 14	234 19	667 20	182 29	47 90	44 20	5,298 64	
Patrol Boat G	3,795 35		1,030 70		9 37	116 05	326 15	102 34	65 86	5,445 88	
Phalarope	3,745 48		1,632 65		343 37	388 18	135 20	45 85	31 09	6,321 82	
Vendetta			53 87	6 55	20 27	17 40	4 00		66 00	168 09	17,234 43
Totals	30,721 85	38 22	7,990 87	1,053 39	1,310 60	2,318 90	1,579 98	740 92	2,240 07		47,994 80
Quebec											
Alva and May	170 00					10 20	65		2 37		183 22
Loos	14,814 63	5,994 72	13,294 73	4,449 95	2,896 32	1,678 08	1,413 52	963 32	3,260 29		48,765 56
Yinkin	605 23	81 00	98 50	46 35		14 46	6 29		146 61		998 44
Totals	15,589 86	6,075 72	13,393 23	4,496 30	2,896 32	1,702 74	1,420 46	963 32	3,409 27		49,947 22
Central Division											
Manitoba—											
Bradbury	10,606 22	2,552 73	7,016 98	941 10	396 85	528 99	599 79	617 09	364 77		23,624 52
British Columbia Division											
General Account	5,598 16		3,330 34		136 81	251 09	207 50		1,702 23		11,226 13
Digby shop	600 00		9 85						262 33		872 18

Departmental Boats—											
Anina			291 24		25 90	7 75	11 00		34 00	369 89	
Black Raven	887 10		1,212 94	347 03	57 73	77 66	53 37	21 57	76 31	2,733 71	
Bonila	2,359 16		1,414 41	124 00	43 78	229 63	85 95	24 90	136 77	4,418 60	
Babine No. 1	927 26				9 75	6 05	5 00		13 95	962 01	
Babine No. 2	886 29			18 10	35 50		6 00		5 75	951 64	
Cohoe	868 03		570 40	18 65	114 57	91 07	105 30	21 65	112 08	1,901 81	
Egret	1,043 45		245 26	128 85	92 98	37 16	37 80	4 52	87 35	1,677 43	
Elk	3,662 82			119 80	57 07	10 02		3 61	14 20	3,867 52	
Fispa	5,812 29	1,417 22	6,922 64	820 44	2,277 50	1,041 41	437 51	131 04	980 94	19,840 99	
Foam	4,279 36	245 04	401 08	399 26	130 67	80 29	22 14	0 55	392 53	5,950 92	
Givenchy	27,663 21	6,634 86	8,371 64	11,961 18	2,332 99	1,848 53	4,338 35	2,088 47	*35,568 79	100,808 02	
Gull	1,409 24		817 80	17 92	25 70	80 97	95 32	12 42	114 90	2,574 27	
Hawk	1,610 00		452 09	19 95	12 65	86 43	51 93		101 84	2,334 89	
Heron	1,830 43		598 35	19 75	17 00	125 08	76 19		137 59	2,804 39	
Humming Bird			3 00	25 31	56 01	4 50			3 20	92 02	
Kayex	590 33		249 86	545 22	28 96	126 14	16 97		19 26	1,576 74	
Linnet	1,264 39		513 60	20 60	6 00	48 15	30 59		89 65	1,972 98	
Marfish	5,167 19	1,436 09	2,232 20	2,011 14	5,047 15	747 74	279 17	149 02	1,074 61	18,144 31	
Merlin	1,194 51		261 64	16 02	1 50	77 53	29 45		36 16	1,616 81	
Merry Sea	4,650 00	7 38	1,434 65	115 79	249 13	144 79	25 51		152 30	6,779 55	
Ptarmigan	27 50		38 34	215 49	249 01	33 61	10 81		200 81	775 57	
Swan	5,040 00		7 77	130 81	89 26	40 76	63 43	5 80	11 80	5,389 63	
Semiahmo	1,880 32			300 08	92 66	6 37		10 69	9 11	2,299 23	
Chartered Boats—											189,842 93
Akashi	933 16		481 72			42 00			959 00	2,415 88	
Charlotte	805 00		52 86			10 70			261 30	1,129 86	
Dustie	480 00		187 15			29 79	11 60		610 00	1,318 54	
Ethelda	947 53		395 77			74 96	12 88		1,799 25	3,230 39	
Frisbie	480 00		186 76			29 79	11 61		610 00	1,318 16	
Grayling			5 34			2 55			40 00	47 89	
Kla Quack									60 00	60 00	
Lamaas	690 00		209 32			33 95	11 40		460 00	1,404 67	
Nellie B	986 67		101 35			9 12			760 00	1,857 14	
Nora	785 99		530 61			118 54	9 01		1,171 00	2,615 15	
Nortonian	176 77		36 11			12 76			105 00	330 64	
Owl	304 00								312 00	616 00	
Oyashimo			91 88			20 33			418 50	530 71	
M	1,155 00		143 09			14 23	16 49		340 00	1,668 81	
Regal			301 03			41 35	11 67		345 00	699 05	
Sophann	920 00		200 04			57 16	7 64		1,220 00	2,404 84	
Starston	582 66		451 92			117 04	6 85		1,173 50	2,331 97	
Saginaw	920 00		130 05			76 98	2 37		1,220 00	2,349 40	
Takoosh	912 47		152 11			11 00			839 00	1,914 58	
Wolverine	627 10		156 04			17 29			755 00	1,555 43	29,799 11
Totals	90,957 39	9,740 59	33,192 25	17,375 39	11,190 28	5,922 27	6,090 93	2,474 24	54,797 01		231,740 35
General Account									126 62		126 62

* Salvage in Miscellaneous, $31,410.80.

EXPENDITURE FOR FISCAL YEAR 1921-22—*Continued*

SUMMARY

Vessels	Pay list	Board or Provisions	Fuel	Repairs		Supplies		Clothing	Miscellaneous		Totals
				Hull	Engine	Engine	Deck				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Eastern Division	30,721 85	38 22	7,990 87	1,053 39	1,310 60	2,318 90	1,579 98	740 92	2,240 07		47,994 80
Quebec	15,589 86	6,075 72	13,393 23	4,496 30	2,896 32	1,702 74	1,420 46	963 32	3,409 27		49,947 22
Central Division	10,606 22	2,552 73	7,016 98	941 10	396 85	528 99	599 79	617 09	364 77		23,624 52
British Columbia Division	90,957 39	9,740 59	33,192 25	17,375 39	11,190 28	5,922 27	6,090 93	2,474 24	54,797 01		231,740 35
General Account									126 62		126 62
Totals	147,875 32	18,407 26	61,593 33	23,866 18	15,794 05	10,472 90	9,691 16	4,795 57	60,937 74		353,433 51

Detailed Statement of Fish Culture

EXPENDITURE, FISCAL YEAR 1921-22

Hatcheries	Salaries	Labour	Maintenance	Totals of Hatcheries	Totals of Provinces
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—					
Bedford	1,000 00	105 00	1,928 75	3,033 75	
Isaac's Harbour		32 50		32 50	
Lindloff		68 92	610 70	679 62	
Margaree hatchery	3,405 00	521 30	2,351 80	6,278 10	
Margaree Pond		1,168 89	2,254 50	3,423 39	
Middleton	2,032 90	667 51	2,177 31	4,877 72	
Windsor	1,260 00	509 60	1,152 42	2,922 02	
Totals	7,697 90	3,073 72	10,475 48	21,247 10	21,247 10
Prince Edward Island—					
Kelly's Pond Hatchery	1,968 39	185 00	2,151 19	4,304 58	4,304 58
New Brunswick—					
Buctouche		10 00		10 00	
Grand Falls	2,130 00	662 80	2,773 68	5,566 48	
Miramichi Hatchery	2,820 00	157 50	1,283 88	4,261 38	
Miramichi Pond		1,559 75	2,491 93	4,051 68	
Nepisiguit		356 87	46 49	403 36	
New Mills Pond		1,863 77	4,008 93	5,872 70	
Restigouche	2,820 00	679 49	2,351 40	5,850 89	
Sparkle		380 59	159 90	540 49	
St. John Hatchery	1,581 45	2,257 04	3,779 20	7,617 69	
" Pond		2,422 50	7,880 61	10,303 11	
" Shad		26 00		26 00	
Tobique		199 02	268 82	467 84	
Totals	9,351 45	10,575 33	25,044 84	44,971 62	44,971 62
Quebec—					
Gaspé	2,700 00	3,076 73	3,301 65	9,078 38	
Tadoussac	1,500 00	4,319 63	3,854 18	9,673 81	
York Pond			20 00	20 00	
Totals	4,200 00	7,396 36	7,175 83	18,772 19	18,772 19
Ontario—					
Collingwood	3,645 00	2,190 57	7,001 89	12,837 46	
Kenora	2,993 57	4,480 25	4,560 08	12,033 90	
Kingsville	3,795 00	1,521 50	4,464 93	9,781 43	
Port Arthur	2,760 00	1,463 50	1,704 10	5,927 60	
Sarnia	3,558 75	2,367 50	5,302 03	11,228 28	
Southampton	2,247 58	1,287 49	2,467 60	6,002 67	
Thurlow	5,085 00	3,630 12	6,328 19	15,043 31	
Wiarton	3,960 00	1,370 35	2,218 37	7,548 72	
Totals	28,044 90	18,311 28	34,047 19	80,403 37	80,403 37
Manitoba—					
Dauphin River	1,810 16	4,801 23	3,212 01	9,823 40	
Dauphin River spawn camp		1,600 75	730 05	2,330 80	
Gull Harbour Hatchery	2,760 00	2,591 16	2,200 24	7,551 40	
Winnipegosis	1,889 76	6,509 39	5,745 94	14,145 09	
Totals	6,459 92	15,502 53	11,888 24	33,850 69	33,850 69
Alberta—					
Banff	3,375 00	909 75	3,890 33	8,175 08	
Spray Lakes		1,347 50	433 75	1,781 25	
Totals	3,375 00	2,257 25	4,324 08	9,956 33	9,956 33
Saskatchewan—					
Qu'Appelle	1,330 00	2,446 51	2,380 49	6,157 00	6,157 00

EXPENDITURE, FISCAL YEAR 1921-22—*Continued*

Hatcheries	Salaries	Labour	Maintenance	Totals of Hatcheries	Totals of Provinces
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—					
General account	6,310 00	172 17	11,148 02	17,630 19	
Anderson Lake	1,560 00	2,556 38	3,771 35	7,887 73	
Babine	1,430 00	2,964 48	5,373 15	9,767 63	
Cowichan	1,560 00	2,934 40	2,261 89	6,756 29	
Cultus	709 33	1,818 10	2,121 42	4,648 85	
Gerrard	375 00	1,555 79	1,497 99	3,428 78	
Harrison	1,680 00	4,307 05	8,708 42	14,695 47	
Kennedy	1,442 67	2,170 15	3,757 87	7,370 69	
New Westminster	662 90	1,156 84	1,956 33	3,776 07	
Pemberton	1,680 00	727 33	11,249 45	13,656 78	
Pitt	1,000 00	1,703 04	1,781 85	4,484 89	
Rivers Inlet	1,320 00	5,962 45	8,081 99	15,364 44	
Skeena River	1,946 45	6,252 74	8,642 36	16,841 55	
Stuart Lake	1,440 00	2,931 77	3,947 58	8,319 35	
Totals	23,116 35	37,212 69	74,299 67	134,628 71	134,628 71
General Account	4,020 00	50 00	4,275 34	8,345 34	8,345 34

SUMMARY

Nova Scotia	7,697 90	3,073 72	10,475 48	21,247 10	21,247 10
Prince Edward Island	1,968 39	185 00	2,151 19	4,304 58	4,304 58
New Brunswick	9,351 45	10,575 33	25,044 84	44,971 62	44,971 62
Quebec	4,200 00	7,396 36	7,175 83	18,772 19	18,772 19
Ontario	28,044 90	18,311 28	34,047 19	80,403 37	80,403 37
Manitoba	6,459 92	15,502 53	11,888 24	33,850 69	33,850 69
Alberta	3,375 00	2,257 25	4,324 08	9,956 33	9,956 33
Saskatchewan	1,330 00	2,446 51	2,380 49	6,157 00	6,157 00
British Columbia	23,116 35	37,212 69	74,299 67	134,628 71	134,628 71
General Account	4,020 00	50 00	4,275 34	8,345 34	8,345 34
Totals	89,563 91	97,010 67	176,062 35	362,636 93	362,636 93

Summary Statement of Fisheries Expenditure by Provinces

For Fiscal Year 1921-22

Services	Nova Scotia	Prince Edward Island	New Brunswick	Quebec	Ontario	Manitoba	Alberta	Saskatchewan	British Columbia	Yukon	General Account	Totals
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Salaries and disbursements of F.O.	101,356 37	11,523 84	64,155 69	19,902 48	.....	14,103 26	12,473 92	15,330 53	90,079 25	.....	25,469 27	354,394 61
Fisheries Patrol Service	25,150 85	5,609 52	17,234 43	49,947 22	.....	23,624 52	.....	.....	231,740 35	.....	126 62	353,433 51
Oyster culture	.....	601 60	.....	.....	.....	.....	.....	.....	.....	.....	.....	610 60
Building fishways	2,387 93	.....	26 31	.....	.....	.....	.....	.....	20,263 52	.....	3 24	22,681 00
Legal and incidental expenses	659 72	10 12	25 39	326 40	.....	355 69	.....	.....	204 50	.....	.....	1,581 82
Conservation and development of deep sea fisheries	70 38	47 25	.....	125 55	.....	.....	.....	.....	12,701 64	.....	5,183 97	18,128 79
Fisheries Intelligence Bureau	848 37	.....	332 88	315 85	.....	.....	.....	.....	.....	.....	322 74	1,819 84
Inspection of canned and pickled fish	6,619 73	1,287 31	3,011 58	3,145 13	.....	.....	.....	.....	577 05	.....	358 89	14,999 69
Fish culture	21,247 10	4,304 58	44,971 62	18,772 19	80,403 37	33,850 69	9,956 33	6,157 00	134,628 71	.....	8,345 34	362,636 93
Scientific investigations into fisheries	578 75	1,951 05	1,661 25	.....	.....	.....	.....	.....	6,436 67	.....	771 39	11,399 11
Fishing bounty	91,410 20	9,413 00	14,640 60	43,986 00	.....	.....	.....	.....	.....	.....	.....	159,449 80
Totals	250,329 40	34,757 27	146,059 75	136,520 82	80,403 37	71,934 16	22,430 25	21,487 53	196,631 69	.....	40,581 46	1,301,135 70
Marine Biological board	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42,000 00
Civil Government salaries	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83,152 69
Contingencies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,923 91
												1,450,212 30
Cost of living bonus	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	78,676 48
Reclassification arrears	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,774 66
Superannuation Act, 1920, No. 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,756 66
Gratuities *re* deceased officials	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	230 00
												1,538,650 10

APPENDIX No. III.

The following is a statement of the different kinds of licenses issued by the different Inspectors during the 1921-22 season:—

QUEBEC—J. E. BERNIER, Inspector

Kind of License—	Number issued.
Lobster packing	75 (5 cancelled)
Lobster extensions	18
Lobster fishermen's	614 (2 cancelled)
Herring trap-net	29
Cod trap-net	264 (4 cancelled)
Salmon fishery	Nil.
Quebec fishery licenses	1,173 (41 cancelled and 11 free)
Receipt books	278
	2,155 (52 cancelled and 11 free)

PRINCE EDWARD ISLAND—S. T. GALLANT, Inspector

Lobster packing	166 (2 cancelled)
Lobster extensions	83
Fish cannery	6
Quahaug fishery	1
Lobster fishermen's	1,448
Smelt gill-net	226
Smelt bag-net	220 (1 cancelled)
Oyster fishery	348
Scallop fishery licenses	1
Prince Edward Island trap-net	2
	2,418 (3 cancelled)

NOVA SCOTIA, DISTRICT No. 1—A. G. McLEOD, Inspector

Lobster packing	51
Lobster extensions	25
Fish cannery	3
Nova Scotia angling permits	11
Lobster fishermen's	1,944
Smelt gill-net	155
Smelt bag-net	29
Oyster fishery	89
Nova Scotia trap-net	38
	2,320

NOVA SCOTIA, DISTRICT No. 2—D. H. SUTHERLAND, Inspector

Lobster packing	63
Lobster extensions	42
Fish cannery	6
Scallop fishery	1
Nova Scotia drag-seine	169
Nova Scotia salmon net	20
Nova Scotia angling permits	20
Lobster fishermen's	2,802 (1 cancelled) no refund
Smelt gill-net	143
Smelt bag-net	201
Oyster fishery	136
Nova Scotia trap-net	117
Lobster pound licenses	1
Nova Scotia herring weir	20
Lobster pound certificates	181
	3,699 (1 cancelled)

NOVA SCOTIA, DISTRICT No. 3—H. H. MARSHALL, Inspector

Kind of License—		Number issued	
Lobster packing		40	(1 cancelled)
Lobster extensions	52		
Fish cannery		7	
Nova Scotia angling permits		326	(4 cancelled)
Lobster fishermen's		4,342	
Smelt gill-net		107	
Smelt bag-net		23	(1 cancelled)
Lobster pound licenses		9	(1 cancelled)
Lobster pound certificates	676		(1 cancelled)
Nova Scotia trap-net licenses		156	(2 cancelled)
Scallop fishery licenses		201	
Nova Scotia herring weir licenses		75	
Receipt books	Nil		
		5,286	(9 cancelled)

NEW BRUNSWICK, DISTRICT No. 1—J. F. CALDER, Inspector

Lobster fishermen's	531	
Fish cannery	8	
New Brunswick salmon fishery	17	
Smelt bag-net	Nil	
Scallop fishery	5	
New Brunswick special permits to dig soft-shell or long-neck clams	69	
Lease of Dark Harbour, Grand Manan, N.B. 1		
New Brunswick Herring weir	530	
Lobster pound licenses	7	
Lobster pound certificates 420		
	1,167	

NEW BRUNSWICK, DISTRICT No. 2—R. CROCKER, Inspector

Lobster packing	174	
Lobster extensions 51		
Fish cannery	2	
Quahaug fishery	109	
Lobster fishermen's	1,513	
New Brunswick salmon fishery	395	
New Brunswick bass gill-net	38	
Smelt gill-net	189	
Smelt bag-net	2,799	(33 free)
Oyster fishery	660	
New Brunswick Bass fishery licenses	139	
New Brunwick Herring Weir fishery	1	
Lobster pound licenses	2	
Lobster pound certificates 135		
Special oyster permits	90	
	6,111	(33 free)

NEW BRUNSWICK, DISTRICT No. 3—H. E. HARRISON, Inspector

New Brunswick sturgeon fishery	4	
New Brunswick whitefish fishery	20	(2 cancelled)
New Brunwsick Salmon net permits	83	
New Brunswick salmon fishery	107	(2 cancelled) no refund
Smelt gill-net	2	
Smelt bag-net	Nil	
New Brunswick Bass fishery	25	
	241	(2 cancelled)

MANITOBA—J. B. SKAPTASON, Inspector

Manitoba special fishery	1,499	(1 cancelled)
Manitoba settler's permits	922	
Manitoba commercial sturgeon	88	
Manitoba domestic sturgeon	10	
Manitoba special angling permits for non-residents	19	(1 cancelled)
Receipt books 1,596 (4 cancelled)		
	2,538	(2 cancelled)

SASKATCHEWAN—G. C. Macdonald, Inspector

Kind of License—	Number issued
Domestic sturgeon	7
Commercial sturgeon	10
Saskatchewan Domestic fishery	92
Saskatchewan commercial and fishermen's licenses	477
Saskatchewan Indian and half-breed permits	573
Receipt books	586
	1,159

ALBERTA—A. G. Willson, Inspector

Fish cannery	1	
Angling permits	3,266	(7 cancelled and 6 free)
Alberta domestic fishery	135	(16 cancelled)
Alberta commercial and fishermen's	636	(1 cancelled)
Alberta Indian and Half-Breed permits	195	
Receipt books	770	
	4,233	(24 cancelled and 6 free)

BRITISH COLUMBIA—J. A. Motherwell, Inspector

Fish cannery	13	(4 cancelled)
British Columbia angling permits	51	
British Columbia Indian permits	106	(1 cancelled)
Abalone fishery	2	
Crab fishery licenses	159	(1 cancelled)
Smelt or sardine fishery	67	
British Columbia gill-net, drift-net or drag-seine licenses operated in conjunction with power boats	426	
British Columbia herring or pilchard gill-net or drift-net	57	
British Columbia herring drag-seine	1	
British Columbia herring purse-seine	27	
Herring drag-seine or purse-seine for halibut fishing vessels	Nil	
British Columbia sturgeon fishery licenses	5	
British Columbia trolling licenses	1,495	(30 cancelled)
British Columbia salmon gill-net or drift-net	4,779	(1 cancelled) no refund
British Columbia salmon trap-net license	8	
Salmon purse-seine license	66	(7 cancelled)
License to a captain of a salmon purse-seine boat	47	
British Columbia salmon drag-seine	35	(1 cancelled)
Salmon cannery licenses	56	
British Columbia salmon curing licenses	38	(4 cancelled)
Boat licenses for buy fresh salmon from fishermen	222	
License to a person engaged in cold storage or fish packing to buy fresh salmon from fishermen	102	(2 cancelled)
British Columbia reduction works licenses	7	
Whale factory licenses	3	
	7,772	(51 cancelled)

YUKON TERRITORY

Yukon special fishery	30	(3 cancelled)
Total number issued	39,129	(149 cancelled and 50 free)

The following is a statement showing the number of prosecutions, confiscations and sales which took place in each province, during the 1921-22 season:—

Province	No. of Prosecutions	Revenue received	No. of Confiscations	Revenue from Sales
		$ cts.		$ cts.
Ontario (fines)	3	30 00	. .	851 30
Quebec	23	250 00	19	134 46
Prince Edward Island	34	325 00	14	62 75
Nova Scotia—				
District No. 1	8	66 00	20	19 50
District No. 2	99	1,239 00	77	402 62
District No. 3	40	321 01	30	33 82
New Brunswick—				
District No. 1	19	232 00	57	
District No. 2	27	342 00	165	524 10
District No. 3	49	965 00	36	224 55
Manitoba	54	541 00	114	297 31
Alberta	27	142 00	20	78 30
Saskatchewan	37	256 00	49	585 31
British Columbia—				
District No. 1	59	903 50	29	2,195 91
District No. 2	59	545 00	49	303 09
District No. 3	20	195 00	20	178 80
Yukon Territory	Nil	.....	Nil	
Total	558	6,352 51	699	5,891 82

APPENDIX No. IV.

List of United States Fishing Vessels which entered Canadian Ports on the Atlantic Coast during the year ended December 31, 1921.

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for Entry	Quantity of Fish landed
					cwt.
Acushla	70	23	3	Shelter, bait	
Adeline	54	20	3	Shelter	
A. D. Willard	23	8	1	"	
Agnes	65	19	3	"	
Albert W. Black	51	11	7	" supplies	
Alice May	11	6	6	"	
Alice Wilson	16	7	2	"	
A. M. Doughty	15	9	3	"	
American	93	22	2	"	
Anastasia E.	16	7	1	"	
Angeline C. Nunan	58	19	7	"	
Angie B. Watson	36	17	8	"	
Arthur James	95	19	1	"	
Audrey & Theo	15	7	1	"	
Aviator	210	34	3	" supplies	
Bay State	81	25	6	Landing fish, supplies	63
Benjamin A. Smith	75	25	14	Supplies, shelter, bait	
Benjamin W. Wallace	49	19	2	Shelter	
Bettina	66	17	1	"	
Catharine	77	27	6	Landing fish, supplies	61
Catharine Burke	68	20	10	Shelter	
Cavalier	96	22	11	Supplies, bait	
Commonwealth	93	24	8	Shelter	
Constellation	89	19	16	" supplies	
Corinthian	97	25	8	"	
Dawn	79	23	4	"	
Desire	21	10	2	" landing fish	7
E. A. Burns	14	6	2	"	
Edith Silveria	47	20	3	"	
Edith H. Cooney	12	6	6	" landing fish, supplies	5
Edith C. Rose	70	21	3	"	
E. H. M. Burns	18	8	1	"	
E. H. Mildred	41	10	1	"	
Eleanor	36	9	2	"	
Elizabeth A.	34	8	5	"	
Eliza A. Benner	14	6	2	Supplies	
Elizabeth M. King	13	8	6	Shelter	
Elizabeth W. Nunan	48	17	15	" supplies	
Elk	66	21	4	" "	
Elmer E. Gray	71	21	4	" "	
Elsie	98	25	7	"	
Elsie G. Silva	50	20	15	" supplies	442
Elva L. Spurling	49	19	4	"	
Ella and Mildred	41	10	1	Supplies	
Ellen T. Marshall	75	22	13	" bait, landing fish	173
Emelia D.	10	6	6	" shelter, landing fish	9
Emerald	5	5	1	Shelter	
E. M. King	13	8	4	"	
Esperanto	91	25	4	"	
Ethel	14	7	8	"	
Etta M. Burns	18	8	5	"	
Etta Mildred	41	15	3	" supplies	
Evelyn and Ralph	38	9	1	"	
Evelyn and Ralph	16	9	6	" supplies	
Fannie E. Prescott	74	23	14	" supplies, bait, landing fish	192
Flora L. Oliver	59	23	10	" supplies, landing fish	83
Frances Lenor	12	5	1	"	
Frances S. Grueby	94	25	5	"	
Funchal	20	8	3	"	
Genesta	53	20	2	"	

List of United States Fishing Vessels which entered Canadian Ports on the Atlantic Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity of Fish landed
					cwt.
Gladiator	75	6	1	Supplies	
Good Luck	55	19	20	" shelter, landing fish	1
Governor Marshall	60	21	1	Shelter	
Harmony	66	18	9	" bait, supplies	
Harvard	72	19	1	"	
Hazel Jackson	26	8	2	"	
Helena	40	17	1	"	
Helja Silva	77	21	2	Supplies	
H. E. Murley	5	5	4	Shelter	
Henrietta	62	17	13	" bait, supplies	
Herbert Parker	78	21	14	Supplies, landing fish	1
Hesperus	79	25	1	Shelter	
Higco	12	6	6	"	
Hortense	43	19	5	" bait, supplies	
Ingomar	85	23	31	" supplies	
Imperator	79	23	11	" " landing fish	16
James R. Clark	36	18	5	"	
Jeanette	51	19	8	" bait	
Joffre	80	25	7	" bait, supplies	
John A. Casey	14	8	1	"	
John A. Cooney	14	8	4	" supplies	
John J. Fallon	60	19	5	" landing fish	49
Joseph Warner	11	6	7	" supplies	
Judique	89	8	1	"	
Killarney	73	23	11	Supplies, shelter	
Lafayette	12	8	5	Shelter	
L. A. Dunton	94	23	6	" supplies	
Laura Goulart	73	21	3	"	
Lizzie A	33	7	1	"	
Lochinvar	34	9	4	" supplies	
Lois H. Corkum	34	12	4	" landing fish	662
Louisa B. Marshall	74	21	3	" supplies	
Louisa R. Sylva	92	23	10	" " bait	
Lucia	43	19	14	" landing fish	1
Mabel E. Bryson	23	7	1	"	
Malicia Enos	8	5	5	"	
Margaret	72	18	4	" supplies	
Marion McLoon	11	7	9	" " landing fish	52
Marsala	46	18	1	"	
Marshall Foch	64	23	8	Supplies, bait, landing fish	14
Mary E. Harty	77	19	1	Shelter	
Mary F. Curtis	65	23	4	"	
Mary T. Fallon	48	15	3	" supplies	
Mayflower	113	25	14	" bait, supplies, landing fish	73
Medric	189	21	1	"	
Mildred Robinson	73	21	14	" supplies, landing fish	217
Minerva	13	6	9	" "	
Monarch	83	23	10	" " bait	
Morning Star	85	22	5	Supplies, landing fish	114
Motor	17	9	4	"	
Natalie	13	6	4	Shelter	
Natalie Hammond	51	21	4	"	
Nickerson	9	6	2	"	
Nirvana	50	12	2	"	
Nyoda	28	12	2	" landing fish	207
On Time	12	5	1	"	
Oretha F. Spinney	87	24	7	Bait, supplies, landing fish	197
Orion	39	15	2	Shelter	
Philip P. Manta	43	18	2	"	
Pilot	18	8	2	" supplies	
Pioneer	84	19	5	"	
Pioneer	53	19	4	Supplies, shelter	
Pollyanna	66	19	1	Shelter	
Ralph Brown	67	19	2	Bait, supplies	
Reliance	22	9	1	Shelter	
Reliance	9	4	4	"	
Restless	15	8	4	"	
Republic	48	19	4	Supplies, bait	

List of United States Fishing Vessels which entered Canadian Ports on the Atlantic Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity Fish landed
					cwt.
Reveira	23	9	1	Shelter	
Rex	75	23	12	" supplies, bait	
Rhodora	70	19	3	" bait	
Robert and Arthur	67	21	2	"	
Ruth	49	18	2	"	
Ruth and Margaret	77	23	4	" supplies	
Sadie M. Nunan	36	21	9	"	
Satellite	4	3	1	"	
Squanto	81	19	18	" supplies, landing fish	1,350
Stiletto	91	19	4	"	
Stranger	26	8	4	"	
Sunapee	18	8	2	"	
Thelma	28	12	6	"	
Thos. S. Gorton	92	22	2	" supplies	
T. M. Nicholson	90	9	1	"	
Undercliff	47	8	4	" supplies	
Vagrant	9	7	3	"	
Victor	75	19	5	" supplies	
Vida McKeown	83	19	2	"	
Viking	34	16	9	"	
Waldo L. Stream	66	21	10	Supplies, bait, landing fish	77
Waltham	44	21	10	Shelter	
W. H. Reid	9	4	1	"	
Woiee	9	6	4	"	
Wesley W. Sennett	11	7	7	" supplies	
W. W. Smith	11	6	2	"	
Yankee	96	25	1	"	

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity of Fish landed
					cwt.
A. K	7	2	8	Shelter, bait	
Active	4	2	1	Supplies	
Actor	7	2	2	Landing fish,	100
Adele	4	2	2	" supplies, bait	20
Adeline	6	2	1	"	580
Agnes	17	5	3	Bait, shelter	
Alaska	44	15	5	Landing fish, supplies, bait	2,780
Albatross	40	13	13	Shelter, supplies, bait, landing fish	2,560
Albatross	16	5	1	Landing fish	1,800
Alf	28	6	1	"	140
Alfa	5	2	1	"	40
Alfa	12	5	4	" bait	240
Alice B	13	5	4	" "	220
Almera	3	2	1	Supplies	
Alph	4	3	2	Landing fish, shelter	120
Alten	43	15	9	" supplies	4,280
America	25	11	11	Bait	
Annie	11	4	1	Landing fish	80
Anna J	22	5	5	Shelter, bait	
Anna J. Larsen	25	11	4	Bait	
Antler	22	5	14	Landing fish, bait	220
Apache	4	1	1	Shelter	
Arctic	29	4	1	Landing fish	2,960
Arcade	14	4	12	" bait	80
Ariel	7	2	1	Shelter	
Arthur	4	2	1	Landing fish	20
Astrea	4	2	1	Shelter	
Atlas	31	17	7	Landing fish, supplies, bait	1,680
Atlantic	25	11	10	" bait	260
Augusta	19	5	1	"	1,300

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity Fish landed
					cwt.
Aurora	20	5	1	Bait	
Aurora	13	5	12	Landing fish, bait	140
Ava	3	2	1	Supplies	
Avona	9	4	1	Landing fish	120
Baldy	7	2	1	"	23
Baltic	20	5	1	"	1,160
Bartolome	4	3	1	"	640
Beaver	17	5	1	"	42
Beaver	9	4	7	" bait	280
Ben	8	3	1	Supplies	
Bernice	4	2	2	Landing fish	60
Billie M	14	4	1	Supplies	
Bill 2	4	2	1	"	
Bravo	5	3	1	Landing fish	720
Bring Gold	12	4	2	" supplies	1,440
Brothers	13	5	2	" "	1,500
Bryan	15	4	1	"	620
Buckeye	10	3	1	Shelter	
Bucky	4	1	1	"	
C. & B. 673	4	2	1	Supplies	
California	20	5	6	" landing fish, bait	900
Cape Clear	13	4	7	" " "	680
Cape Spencer	11	3	1	Landing fish	240
Caroline	18	5	1	"	740
Castle	4	2	1	Shelter	
Castor	6	2	2	Landing fish	80
Cedric	19	3	1	"	2,160
Chancellor	13	4	3	" supplies	1,020
Chimera	9	4	12	" bait	240
Christine	4	2	2	"	40
Christiana	4	2	1	"	20
Circle H	4	2	1	"	220
Clara	6	3	1	"	200
Clara	4	2	1	"	40
Columbia	32	4	1	"	180
Comet	5	2	1	Supplies	
Commonwealth	60	17	3	" landing fish	4,540
Companion	9	2	5	Shelter	
Confidence	22	4	1	Landing fish	1,680
Constitution	39	13	14	Bait	
Convention	20	5	8	Bait, supplies, shelter, landing fish	1,120
Cora	4	2	1	Landing fish	480
Corona	19	5	2	"	1,580
Coyote	4	2	1	Shelter	
Crescent	8	4	2	Landing fish, supplies	860
Daily	26	6	4	" bait, supplies	1,340
Daisy	18	6	3	" "	1,600
Dall. 2	4	2	1	Shelter	
Decision	13	5	1	"	
Defence	20	8	7	Landing fish, supplies, bait	1,160
Defiance	20	5	2	Bait	
Delaware	8	3	1	Landing fish	180
Democrat	27	6	3	"	2,320
Dependent	5	4	1	"	60
Diamond T	8	2	1	"	1,020
Dick	10	5	9	" bait	80
Dip	4	2	6	" " supplies	100
Director	12	5	2	" supplies	1,040
Discovery	10	5	6	Supplies, bait	
Dolphin	7	2	1	Landing fish	180
Dora H	15	5	3	Bait	
Dorothy	11	2	1	Landing fish	240
Dot	3	2	1	Shelter	
Duck	4	1	2	Supplies	
Eagle	28	6	4	Landing fish, bait	6,660
Eagle	15	6	2	" "	480
Eagle	9	4	2	" supplies	1,220
Eastern Point	4	3	1	"	700
Ed	3	2	4	Bait	
Ed. 904 K	3	2	1	"	

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity Fish landed
					cwt.
Edna	6	2	1	Supplies	
Edna L.	4	1	1	Shelter	
Eidsvold	15	5	6	Landing fish, bait	360
Elaine	6	3	1	"	60
Eleanor	16	5	5	Bait	
Eleanor D.	8	2	1	Supplies	
Elfin	4	2	1	Landing fish	120
Eloise	8	2	1	"	60
Elsie	5	2	3	" bait	20
Emblem	4	2	1	"	220
Elsinore	23	3	1	"	340
E. Neilson	15	4	1	"	660
Evelyn	4	2	2	Shelter, supplies	
Evolution	17	5	11	Landing fish, bait	60
Fairway	19	5	3	" supplies	660
F. C. Hergert	15	13	15	" bait	300
Fighting Bob	3	2	3	" supplies	100
Fisher	14	5	1	"	1,600
Fisher	8	1	1	"	100
Flattery	10	3	1	"	220
Flamingo	13	5	5	Bait, supplies	
Fliver	5	1	1	Shelter	
Flo	4	1	1	"	
Florence	38	11	7	Landing fish, bait	620
Fortuna	21	5	3	" "	360
Forward	18	5	5	" "	1,420
Fram	4	2	2	" supplies	240
Get the Hook	10	2	1	"	100
Glacier	12	4	1	"	500
Gladstone	23	6	1	"	840
Gony	12	5	6	" supplies, bait	300
Golden North	19	5	1	"	160
Grant	5	2	2	"	140
Grayling	15	5	11	" bait	880
Groth	7	3	9	" " supplies	260
H. & R.	4	3	1	Landing fish	700
Hanna	11	5	4	Supplies, bait	
Happy	12	4	1	Landing fish	700
Harding	19	5	7	Bait	
Harvester	15	5	4	Landing fish, supplies	240
Harry	7	2	1	Shelter	
Hazel	24	5	1	Bait	
Hazel	7	4	2	" landing fish	280
Helen A.	8	3	1	Landing fish	120
Helen D.	8	3	2	"	320
Helena	15	4	1	"	320
Helgeland	56	15	2	" Bait	3,020
Hicks	7	2	1	Supplies	
Hilda	10	3	2	Landing fish	680
Hi Gill	6	4	1	"	820
Holdal No. 2	4	4	1	"	720
Hope	7	2	2	"	29
H. 2	4	1	1	Shelter	
Igloo	11	1	1	Landing fish	260
Imperial	19	5	15	" bait	140
Inverness	16	8	1	"	160
Irene	8	3	1	Bait	
Iris	9	3	1	Landing fish	20
Jean	9	2	1	Supplies	
Jeannette	6	2	3	" Landing fish, bait	260
Jennie	16	3	2	Shelter	
Jennie F. Decker	16	8	17	Landing fish, bait	640
Johanna	16	5	2	" supplies	740
J. P. Todd No. 1	4	2	1	"	340
J. P. Todd No. 2	12	5	2	" supplies	680
June	15	4	2	" "	1,020
June	7	1	1	"	40
June	4	1	1	"	20
K. 736	4	2	1	Landing fish	40

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage	Number of Men in Crew	Number of times entered	Reasons for entry	Quantity Fish landed
					cwt.
Katella	16	5	3	Bait	
Kayak	8	3	9	"	
Kaydee	5	2	1	Supplies	
Kennebec	4	3	1	Landing fish	300
King & Wing	97	19	3	" supplies	3,040
Kodiak	38	13	19	" " bait	4,300
681 L	2	1	1	Landing fish	4
Lansing	16	5	1	"	580
La Paloma	14	11	24	" bait, supplies	1,160
Laura	7	3	2	" supplies	380
Lebanon	14	5	10	" bait	260
Lenore	14	4	1	"	780
Leonine	24	5	1	Shelter	
Liberty	44	15	8	Landing fish, bait	2,240
Lief No. 2	21	4	1	"	980
Lincoln	23	5	13	" bait	1,240
Lincoln	4	3	1	"	320
Louise	16	5	10	Bait	
Lovera	4	2	1	Landing fish	540
Lumnen	10	4	1	"	780
Mackerel	8	2	1	Landing fish	440
Madeline J	21	5	2	Bait	
Mars	9	4	2	Landing fish, supplies	760
Margaret	5	2	3	"	47
Margaret No. 1	12	3	1	"	220
Margaret T	10	4	2	Bait	
Mary	16	8	17	" landing fish	380
Mary	5	3	1	Shelter	
Mary	3	1	1	"	
Mary L	7	2	1	Landing fish	12
Mermaid	19	5	13	Supplies, bait	
Mildred	19	8	14	Bait	
Mildred No. 2	31	8	7	" landing fish	60
Mine	6	2	1	Shelter	
Minnie Berna	10	4	1	Bait	
M. K	4	2	2	Supplies, bait	
Molde	7	3	9	Bait	
Mongolia	25	4	1	Landing fish	240
Moringen	17	6	1	"	580
Myra	4	3	1	"	320
Myrtle	9	4	8	" bait	240
National	20	5	13	Landing fish, supplies, bait	180
New England	70	27	3	"	3,700
New Zora	26	4	1	"	880
Nidaross	23	5	2	" supplies, bait	1,920
Nomad	15	4	6	" " "	220
Nootka	30	4	1	Bait	
Norland	19	6	1	Landing fish	1,220
Norma	6	3	1	"	800
North	9	3	10	Bait, shelter	
North Cape No. 2	4	3	1	Landing fish	40
North Pole	4	2	1	"	60
Nuzon	19	4	1	"	800
Ocean	18	5	1	Bait	
Ocean Wave	10	2	1	"	
Olympic	30	11	1	Landing fish	2,140
Omany	34	13	1	"	3,000
Onah	18	5	6	" supplies, bait	540
Orient	48	13	13	" " "	2,660
Pacific	26	11	16	Landing fish, bait	220
Pal	4	2	1	Supplies	
Panama	34	13	13	" bait, landing fish	6,220
Pegge	4	4	1	Landing fish	60
Pelican	17	5	2	" supplies	1,080
Pershing	18	5	14	Bait	
Phoenix	15	2	1	Landing fish	660
Pilot	9	3	1	"	100
Pioneer	48	15	1	"	4,020
Pioneer No. 3	26	5	10	" bait	440

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage in Crew	Number of Men	Number of times entered	Reasons for entry	Quantity of Fish landed
					cwt.
Pirate	20	4	1	Landing fish	720
Polaris	45	15	6	" supplies	4,140
Portage	4	2	1	Shelter	
President	24	6	6	Landing fish, bait	220
Preslio	14	5	2	Bait	
Presto	14	5	1	Supplies	
Primrose	3	1	1	Bait	
Prospector	50	15	1	Landing fish	2,580
Progress	5	2	1	Shelter	
Puget	4	1	1	"	
Queen	15	3	1	Landing fish	40
Queen	4	1	1	Shelter	
Rainier	4	3	1	Landing fish	460
Rambler	10	5	1	"	140
Reform	4	3	1	"	420
Regal	3	1	1	Shelter	
Reliance	14	4	1	Landing fish	1,260
Reliance No. 1	19	6	2	" supplies	1,840
Reliance	7	3	2	" "	1,040
Republic	51	16	7	" "	7,880
Rescue	6	3	1	"	100
Restitution	24	5	4	" supplies, bait	700
Roald	12	2	1	Supplies	
Roald Amundsen	16	5	1	" landing fish	260
Roamer	5	2	1	Bait	
Rolf	10	4	1	Landing fish	900
Rolfe	3	1	4	Shelter, bait	
Rolph	6	3	1	Supplies	
Roosevelt	13	5	9	" bait, landing fish	240
Roasario	16	5	11	Landing fish, bait	300
Royal	15	5	1	Bait	
Ruth	5	2	1	"	
Sadie K	13	5	1	Landing fish	420
Salmon	20	5	1	Shelter	
Sammy	8	3	9	Landing fish, supplies, bait	200
Samson	7	3	2	" " "	980
Scandia	79	19	5	" " "	1,880
Scapp	11	2	2	Shelter, bait	
Scout	4	2	2	Landing fish, bait	40
Seabird	14	3	1	"	260
Seattle	55	14	7	" supplies, bait	4,280
Sea Lion	6	2	1	"	60
Selam	3	5	1	"	3
Selca	18	3	1	"	240
Senator	11	11	5	" supplies, bait	2,240
Sentinel	21	6	5	" bait	1,920
Service	37	7	1	Supplies	
Seymour	44	15	1	Landing fish	2,420
Sherman	18	5	1	"	1,280
Signal	13	4	1	"	420
Siloam	16	8	16	" supplies, bait	1,340
Silver Wave	12	3	1	"	20
Sirius	17	2	1	"	360
Sitka	50	15	1	"	660
Speculator	9	3	4	" supplies	960
Spencer	17	5	2	" "	1,420
S. & S	4	3	1	"	280
Stamsund	14	3	1	"	1,580
Stanley	15	5	1	"	280
Star	12	4	1	"	1,600
Star	7	3	2	Supplies	
Stranger	6	2	1	Landing fish	80
Success	4	3	1	"	200
Sumner	24	13	1	"	920
Sun Wing	15	5	4	Supplies, bait	
Suomni	8	2	1	Landing fish	100
Superior	16	5	5	" bait	180
Swift	7	2	1	Bait	
Swiftsure	22	5	2	" landing fish	820

List of United States Fishing Vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1921.—*Con.*

Name of Vessel	Tonnage in Crew	Number of Men	Number of times entered	Reasons for entry	Quantity of Fish landed
					cwt.
T. 524	4	2	1	Landing fish	60
T. 802	4	3	1	"	40
T. 966	3	1	1	Shelter	
T. 981	4	1	1	Landing fish	20
Tahoma	18	11	4	" supplies, bait	980
Taku Jack	9	2	1	Shelter	
Tani	3	1	5	" landing fish, bait	5
Tatoosh	24	6	2	Landing fish, bait	1,880
Teddy J	13	4	1	"	1,560
Tell	4	2	1	"	60
Texas	16	5	9	" bait	140
Texas	4	2	1	Shelter	
Thelma M	7	2	1	Landing fish	200
Thelma No. 2	26	5	6	" supplies, bait	60
Thor	4	2	1	"	40
Tillicum	21	5	12	" bait	80
Tom and Al	57	15	6	" " supplies	6,400
Tordenskjold	39	19	10	" " "	3,280
Tremont	10	4	1	Bait	
Trio	19	5	5	Landing fish, supplies, bait	360
Tyee	12	4	3	" bait	1,120
Umatilla	8	3	3	Landing fish, bait	120
Unimak	10	3	1	"	180
Uranus	15	5	4	" bait	980
Valera	6	2	3	Shelter, supplies, bait	
Valid	8	3	5	Landing fish, supplies, bait	340
Valorous	21	4	1	Shelter	
Vansee	43	15	12	Landing fish, supplies, bait	3,160
Venus	4	3	1	"	600
Verna A	4	2	1	Shelter	
Vesta	13	4	3	Landing fish, supplies, bait	1,720
Victor	3	1	1	"	20
Viking	6	3	2	" supplies	1,300
Virginia	33	6	2	"	2,000
Vivian	9	4	1	"	380
Vivian	5	3	1	"	60
Volunteer	19	5	13	" bait	420
Wabash	6	3	1	Landing fish	100
Wasa	9	2	1	Shelter	
Washington	24	11	5	Landing fish, supplies, bait	1,460
Washington	15	5	3	" bait	740
Wave	7	3	1	"	800
Ways	7	3	1	"	80
Westfjord	17	5	4	" bait	340
White Star	17	4	1	"	660
Wildwood	13	2	1	"	40
Wilhelmina	17	5	12	" bait	220
Wireless	19	5	16	" " supplies	240
Wilson	19	5	6	" "	380
Woodrow	23	5	9	" " supplies	440
Yakutat	41	13	18	Landing fish, supplies, bait	3,240
Yankee	10	3	1	"	80
Yellowstone	20	5	4	" supplies, bait	560
Yule	6	2	3	" " "	60
Zebellos	10	5	1	Bait	
Zilla May	56	15	1	Landing fish	360
Zora	15	5	1	"	360

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED MARCH 31

1922

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

[No. 30—1923.]

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B., G.C.M.G., M.V.O., Governor General and Commander-in-Chief of the Dominion of Canada.

May it Please Your Excellency:

I have the honour to forward to Your Excellency the accompanying report of the Post Office Department of the Dominion of Canada, for the year ended March 31, 1922, which is respectfully submitted.

I have the honour to be, Sir,

Your Excellency's most obedient servant,

CHARLES MURPHY,
Postmaster General.

Post Office Department,
Ottawa, October 2, 1922.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1921-1922

POST OFFICE DEPARTMENT,
OTTAWA, SEPTEMBER 9, 1922.

To the Honourable
CHARLES MURPHY, K.C., M.P.,
Postmaster General of Canada.

I have the honour to submit the following report of the operations of the Post Office Department for the fiscal year ended March 31, 1922, as shown in summarized statements covering the various branches of the department.

In addition to the operations hereinafter summarized, I have also to report that, pursuant to your instructions, a system of fortnightly conferences between the heads of the various branches was inaugurated in February last with results beneficial alike to the Department and the public.

I have the honour to be, sir,
Your obedient servant,
R. M. COULTER.
Deputy Postmaster General.

NUMBER OF POST OFFICES

STATEMENT showing the number of post offices in operation in the several provinces of the Dominion on March 31, 1921, the number of post offices established and the number of post offices closed during the year from March 31, 1921, to March 31, 1922, and the number in operation on March 31, 1922.

Province	Number of Post Offices in operation at end of fiscal year, 1921	Number of Post Offices established from 31st March, 1921, to 31st March, 1922	Number of Post Offices closed from 31st March, 1921, to 31st March, 1922	Number of Post Offices in operation on 31st March, 1922
Ontario	2,582	35	40	2,577
Quebec	2,293	31	23	2,301
Nova Scotia	1,844	8	18	1,834
New Brunswick	1,134	4	5	1,133
Prince Edward Island	136	.....	3	133
British Columbia	834	28	16	846
Manitoba	798	13	9	802
Alberta	1,187	25	24	1,188
Saskatchewan	1,416	24	34	1,406
Yukon	23	1	3	21
N.W. Territories	5	1	.....	6
	12,252	170	175	12,247

Total number of post offices in operation on March 31, 1921	12,252
Number of offices established from March 31, 1921, to March 31, 1922	170
Number of offices closed to March 31, 1922	175
Total number of post offices in operation on March 31, 1922	12,247
Net decrease	5

PACIFIC CABLE TRAFFIC

The cable traffic between Canada and Australia and New Zealand by Pacific cable during the fiscal year 1920-21 was as follows:

	Number of paying words transmitted
From Canada to Australasia	310,120
From Australasia to Canada	180,826
Total	490,946

RURAL MAIL DELIVERY

There were 16 additional rural mail delivery routes established during the year ended March 31, 1922, during the same period 5 rural routes were discontinued; the number of boxes served was increased by 3,939.

GENERAL FINANCIAL STATEMENT, 1921-22

The net revenue for the year, *including war tax*, amounted to $26,554,538.24 and the expenditure to $28,121,425.07, increases of $223,419.27 and $3,460,162.81 respectively. The expenditure for the year exceeded the revenue by $1,566,886.83. *Excluding the war tax, calculated at $7,435,270.64, the expenditure exceeded the actual postal revenue by $9,002,157.47.*

The following statements show in detail the revenue and expenditure for the year:—

REVENUE

Postage stamps, post cards, etc., sold	$28,363,580 82
Postage paid in cash on newspapers	884,781 29
Postage paid in cash on third-class (printed) matter	597,468 09
Rent of letter boxes and drawers	238,596 74
Commission received on money orders	1,225,197 25
Commission received on postal notes	124,957 77
Profit in exchange on money order business with other countries	555,381 37
Profit in exchange on British Postal Orders business	5,320 33
Commission received from the United Kingdom on postal order business	463 27
Transit charges on correspondence from other countries	3,392 65
Postage on parcels from other countries	147,095 87
Void money orders, that is money orders issued between January 1 and December 31, 1920, payment of which had not been claimed up to December 31, 1921	72,246 00
Collections for rural mail boxes	18,733 00
Miscellaneous revenue	41,713 88
	$32,278,928 32

DEDUCTIONS

Salaries, forward allowances, allowances toward rent, fuel and light, compensation on money order and postal note business, and commission on box and drawer rents	$5,328,454 24	
Discount to stamp vendors and postmasters, and compensation to messengers for special delivery of letters	188,920 77	
Losses by fire, burglary, etc	3,907 44	
Balance of commission paid to other countries on money order business	46,120 57	
Transit charges on correspondence to other countries	62,438 78	
Postage on parcels to other countries	74,413 71	
Indemnity paid to owners of lost insured parcels	20,134 57	
		$ 5,724,390 08
		$26,554,538 24

Owing to the fact that the Public Accounts were closed before the Accounts of the Post Office Department could be finally adjusted, the amount transferred to the Consolidated Fund as Post Office Revenue was $26,402,299.15 instead of $26,554,538.24.

Attention is drawn to the fact that the item "Commission received on Money Orders" includes premium charged on Orders issued on the United States, less premium paid on Orders issued by the United States on Canada.

EXPENDITURE

Paid by cheque from Parliamentary Appropriation

Conveyance of mails by land	$ 6,162,711 66
" " railway	7,786,548 74
" " steamboats	584,777 44
Making and repairing mail bags, locks, etc	301,454 10
Mail trucks	103,527 85
Total mail service expenditure	$14,939,019 79
Salaries paid by cheque	12,047,325 52
Travelling expenses	47,486 96
Manufacturing postage stamps, etc	169,992 28
Stationery, printing and advertising	357,719 64
Miscellaneous disbursements	394,853 68
Maintenance of the service in the Yukon District	165,027 20
Total	$28,121,425 07

Postal Notes.—During the year 5,679,374 postal notes, amounting in value to $11,827,896.17, were paid—decreases as compared with the previous year of 248,417 in the number and $964,959.69 in the value. The revenue derived from the sale of postal notes amounted to $181,751.51.

British postal orders were paid as follows: number, 45,235; value, $118,-150.30 a decrease of 1.482 in number and an increase of $2,795.16 in value.

A statement showing the gross postal revenue of each accounting and non-accounting post office in the Dominion will be found at the end of this report.

The following table shows the net revenue, expenditure and deficit or surplus, as the case may be, of the post office for each fiscal year since Confederation.

Fiscal Year	Net Revenue	Expenditure	Deficit	Surplus
	$ cts.	$ cts.	$ cts.	$ cts.
1868	[illegible],857 84	785,298 55		13,559 29
1869	758,182 03	864,954 55	106,772 52	
1870	788,994 78	933,398 67	144,493 89	
1871	803,637 17	994,876 00	191,238 83	
1872	916,418 34	1,092,519 03	176,100 69	
1873	1,093,516 07	1,240,135 95	146,619 88	
1874	1,151,269 81	1,370,542 41	219,272 58	
1875	1,172,881 [illegible]	1,509,113 29	336,731 91	
1876	1,106,736 74	1,581,608 72	474,871 98	
1877	1,120,224 26	1,694,708 18	574,483 92	
1878	1,224,912 1[illegible]	1,715,255 [illegible]	490,343 19	
1879	1,117,364 50	1,750,267 17	632,902 67	
1880	1,179,677 89	1,818,271 05	638,593 16	
1881	1,344,969 85	1,876,657 96	531,688 11	
1882	1,543,309 21	1,980,567 25	437,258 04	
1883	1,753,079 22	2,176,089 09	423,009 87	
1884	1,712,318 85	2,312,965 27	600,646 42	
1885	1,790,494 90	2,488,315 36	697,820 46	
1886	1,852,155 00	2,763,186 41	911,031 41	
1887	1,964,062 17	2,818,907 22	845,845 05	
1888	2,322,728 [illegible]	2,889,728 59	566,999 91	
1889	2,220,503 66	2,982,321 48	761,817 82	
1890	2,357,388 95	3,074,469 91	717,080 96	
1891	2,515,823 44	3,161,675 72	645,852 28	
1892	2,652,745 79	3,316,120 03	663,374 24	
1893	2,772,507 71	3,421,203 17	647,695 46	
1894	2,809,341 06	3,517,261 31	707,920 25	
1895	2,792,789 64	3,593,647 47	800,857 83	
1896	2,971,652 93	3,752,805 12	781,152 19	
1897	3,202,938 42	3,789,478 34	586,539 92	
1898	3,527,809 69	3,575,411 99	47,602 30	
1899	3,182,930 92	3,581,848 71	398,917 79	
1900	3,183,984 17	3,645,646 04	461,661 87	
1901	3,421,192 19	3,837,376 18	416,183 99	
1902	3,888,126 10	3,883,016 96		5,109 14
1903	4,366,127 75	3,970,859 64		395,268 11
1904	4,652,324 74	4,347,540 84		304,783 99
1905	5,125,342 01	4,634,527 78		490,844 89
1906	5,993,342 53	4,921,577 22		1,011,765 31
1907	5,061,858 93	3,979,557 34		1,082,310 59
1908	7,107,765 38	6,005,929 74		1,101,826 64
1909	7,401,623 93	6,592,386 40		809,237 53
1910	7,958,547 72	7,215,337 47		743,210 25
1911	9,146,952 47	7,954,222 79		1,192,729 68
1912	10,482,255 39	9,172,035 47		1,310,219 92
1913	12,060,476 43	10,882,804 57		1,177,671 86
1914	12,956,216 42	12,822,058 44		134,157 09
1915	13,046,649 57	15,961,191 47	2,914,541 90	
*1916	18,858,409 93	16,090,138 77		2,849,271 16
*1917	20,902,384 46	16,300 578 65		4,601,805 81
*1918	21,345,394 48	18,046,557 90		3,298,836 58
*1919	21,602,712 65	19,273,583 94		2,329,128 71
*1920	24,449,916 97	20,774,385 20		3,675,531 77
*1921	26,331,118 97	24,661,262 26		1,669,856 71
*1922	26,554,538 24	28,121,533 95	1,566,885 8[illegible]	

*Including War Tax.

MONEY ORDER TRANSACTIONS

The number of money order offices in operation on March 31, 1922, was 5,266, an increase of 69 over the previous year.

The total number of orders issued during the last year was 10,031,198, as against 11,013,167 for the previous year. The aggregate value was $139,914,186.39, as against $173,523,321.96 for the previous year.

8,739,415 of the orders issued during the year with a value of $121,316,726.15 were payable in the Dominion of Canada.

1,291,783, with a value of $15,597,460.24, were payable abroad.

The number of orders issued abroad and payable in Canada was 429,466, with an aggregate value of $5,515,069.28.

The number of orders issued in Canada on the United States was 684,411, and the value $6,619,420.11.

The number of orders issued in the United States on Canada was 341,716, and the value $3,859,846.89.

The following statement shows the number and value of Canadian money orders and postal notes paid in the United States:—

	Number Year 1921	Amount Year 1921	Number Year 1921	Amount Year 1922
Money Orders	643,503	$6,550,967 54	684,411	$6,619,420 11
Postal Notes	409	612 70	140	253 60
	643,912	$6,551,580 24	684,551	$6,619,673 71

The average of money orders issued during the year was $13.95, and the average commission received from the public was 12.21 cents.

The total receipts from all sources amounted to $1,852,824.62, and the total expenditure, including the salaries of the inside service at Ottawa, to $1,070,512.64, leaving an excess of receipts over expenditure of $782,311.98.

The following statement shows the receipts and expenditure for the year ended March 31, 1922:—

RECEIPTS

Commission from public	$1,225,197 25
Profit in exchange with other countries	555,381 37
Void money orders issued between January 1, 1920, and December 31, 1920	72,246 00
	$1,852,824 62

EXPENDITURE

Approximate cost of clerical force employed at money order duties in city offices		$ 2 [illegible]
Commission paid to postmasters at country offices		3 [illegible]
Balance of commission paid other countries		4 [illegible]
Printing and stationery for head office		7,141 04
Financial papers and journals		[illegible] 18 00
Printing, stationery, date stamps, etc., outside service		65,8 [illegible]
		$ 680,675 51
Excess of receipts over expenditure		$ 1,172,149 11
Deducting civil government item for salaries at head office, Ottawa, including money order exchange office.		
Permanent clerks, salaries, $275,795.39.; bonuses, $49,484.26..	$325,279 65	
Temporary clerks, salaries, $46,846.81; bonuses, $17,710.67..	64,557 48	
		$389,837 13
Net revenue		$ 782,311 98

Analysis of the Money Order Business of the Dominion of Canada for the year ended March 31, 1922

	Number of Orders	Amount	Total
		$ cts.	$ cts.
Total number and amount of Money Orders issued in—			
Ontario	3,073,193	42,125,653 16	
Quebec	1,193,490	16,106,847 39	
Nova Scotia	706,164	8,996,905 31	
New Brunswick	390,186	5,385,441 60	
Prince Edward Island	50,780	770,935 59	
Manitoba	763,640	10,495,309 39	
Saskatchewan	1,804,767	25,991,163 93	
Alberta	1,210,387	17,416,395 07	
British Columbia	826,819	12,489,833 59	
Yukon	5,765	135,701 36	
Total number and amount of Money Orders issued	10,031,198	139,914,186 39	
Total number and amount of Money Orders paid in—			
Ontario	3,209,381	42,445,287 94	
Quebec	918,941	15,293,200 28	
Nova Scotia	291,347	5,647,533 53	
New Brunswick	645,812	8,268,419 18	
Prince Edward Island	32,566	661,530 79	
Manitoba	2,055,452	27,765,544 71	
Saskatchewan	1,013,055	14,457,674 12	
Alberta	405,821	8,143,535 17	
British Columbia	407,276	7,894,751 84	
Yukon	812	16,457 46	
Total number and amount of Money Orders paid	9,080,463	130,593,935 02	
Total amount of Money Orders issued and paid			270,508,121 41

EXCHANGE of Money Orders between Dominion of Canada and other Countries for the years 1920-1921 and 1921-1922 was as follows:

Name of Country	Issued in Canada				Payable in Canada			
	Number, 1921	Number, 1922	Amount, 1921	Amount, 1922	Number, 1921	Number, 1922	Amount, 1921	Amount, 1922
			$ cts.	$ cts.			$ cts.	$ cts.
Austria*								
Bahamas	120	59	1,449 66	467 20	19	20	65 01	48 24
Barbados	985	663	11,086 35	8,166 38	178	188	1,443 43	1,002 96
Belgium	1,945	1,566	35,301 03	21,010 84	84	351	1,665 07	11,866 86
Bermuda	193	183	2,432 12	1,634 74	282	328	7,804 46	6,696 03
British Guiana	312	203	4,983 33	2,385 74	164	190	1,399 17	1,290 46
British Honduras**		16		758 70		39		101 60
Denmark	589	580	11,820 67	12,061 48	66	87	1,498 54	2,211 65
Fiji	6	21	49 76	326 62	38	40	1,909 68	2,056 50
France	11,259	9,742	95,606 23	70,980 05	1,010	965	11,686 02	13,423 29
Germany*								
Grenada	75	80	1,604 62	1,102 64	26	36	555 78	1,320 16
Holland	973	729	16,395 65	11,513 05	194	199	3,820 55	4,034 19
Hong Kong	2,863	870	175,053 94	22,457 88	171	152	2,247 01	1,915 65
Hngary*								
Italy	26,531	38,566	2,472,396 18	2,526,964 10	43	96	989 96	3,725 26
Jamaica	698	572	11,658 82	7,682 42	6	1	104 45	2 01
Japan	27,035	16,458	1,677,859 89	879,900 41	474	460	12,951 62	19,958 19
Leeward Islands	390	303	5,135 38	3,346 64	2,121	2,698	18,744 69	24,740 47
Mexico†								
Newfoundland	10,728	8,604	342,824 92	235,149 60	31,061	23,847	364,191 04	255,368 08
New South Wales	749	854	13,433 40	12,938 50	1,013	902	36,844 18	17,529 79
New Zealand	666	694	14,646 12	12,453 89	799	1,092	14,605 26	13,023 01
Norway	1,376	1,193	38,044 57	28,526 15	98	78	3,370 16	1,614 62
Queensland	203	222	2,861 39	2,125 29	327	273	11,394 94	4,273 49
St. Lucia	32	32	493 54	413 63	377	48	29,283 29	367 39
St. Vincent	222	152	4,350 92	2,422 80	114	91	1,414 39	927 74
South Australia	99	91	1,208 44	880 18	136	157	3,214 52	4,684 37
Sweden‡	2,265	2,112	58,251 72	47,700 52	197	232	8,556 83	11,537 02
Switzerland	832	806	15,159 90	15,020 09	107	106	2,528 86	2,212 57
Tasmania	161	220	986 54	1,114 71	59	70	864 80	885 06
Trinidad	259	233	4,016 91	3,017 63	225	278	920 66	938 98
Union of South Africa	726	592	10,957 17	8,111 64	971	650	37,154 75	18,095 44
United Kingdom‖	539,862	520,439	6,014,325 36	5,030,078 65	55,077	53,388	1,232,806 71	1,212,634 15
United States	643,503	684,411	6,550,967 54	6,619,420 11	368,058	341,716	4,839,109 41	3,859,846 89
Victoria	435	414	7,503 28	6,235 19	575	552	19,548 32	14,347 26
Western Australia	108	93	1,234 73	1,092 77	196	136	8,277 35	2,339 90
	1,276,200	1,291,783	17,607,090 08	15,597,460 24	464,266	429,466	6,680,970 91	5,515,069 28

*Service suspended 8th August, 1914, on account of war. **Business commenced April 1, 1921. †Service suspended 18th November, 1914. ‡Including Finland ‖Including British Possessions and certain foreign countries between which and Canada there is not a direct exchange of money orders.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada for the past six years.

Year	Number of Money Order Offices	Total Number of Money Orders issued	Total Amount of Money Orders issued	Where Payable		Amount of Orders issued other Countries payable in Canada	Gross Revenue from Fees on Money Orders, and on Foreign Exchange, etc.
				In Canada	In other Countries		
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1917	4,810	8,698,502	119,695,571 [illegible]	97,263,961 63	22,431,573 64	9,701,609 86	786,[illegible] 52
1918	4,930	9,919,665	142,[illegible],147 54	116,764,491 11	[illegible]	9,385,627 24	914,[illegible] 29
1919	4,953	9,100,707	142,375,808 77	116,646,095 69	[illegible]	10,351,020 88	1,116,184 29
1920	5,106	9,947,018	155,[illegible]	135,201,815 74	[illegible]	10,050 360 94	1,742,177 10
1921	5,197	11,013,167	173,[illegible]	145,[illegible]	[illegible]	6,[illegible] 92	2,[illegible]
1922	5,266	10,031,198	159,914,[illegible]	124,316,726 15	15,597,460 24	5,515,069 28	1,[illegible]

POST OFFICE SAVINGS BANK

The aggregate balance to the credit of depositors on March 31, 1922, was $24,837,181.21, a decrease during the year of $4,173,438.02. The average to the credit of each depositor was $302.17, as compared with $327.57 on March 31, 1921.

The new accounts opened during the year were 6,359, and 15,274 accounts were closed, leaving the number open at the close of the year 82,196, or a decrease of 6,367.

The deposits were 51,333 in number, with a total amount of $3,499,338.86. The average amount of each deposit was $68.17 as compared with $82.77 for the previous year.

Repayments numbered 37,223 and amounted to $8,496,546.78, the average withdrawal being $228.26 as compared with $252.11 in the preceding year.

Transfers from the Post Office Savings Bank of the United Kingdom (included in deposits) were 273 and amounted to $68,385.51. Deposits transferred to the P.O. Savings Bank of the United Kingdom (included in repayments) numbered 55 and amounted to $23,955.83.

Balances numbering 194, amounting to $56,467.95 at Guysborough, N.S., were transferred to the Post Office Savings Bank from the Dominion Government Savings Bank of the Finance Department.

The interest paid to depositors during the year was $63,641.25, and the interest accrued and made principal was $703,660.70, making a total of $767,301.95.

The number of offices authorized to transact business decreased from 1,328 to 1,303.

Claims to moneys of deceased and insane depositors examined into and finally disposed of numbered 785.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Revised Statutes of Canada, 1906, chapter 30, section 16) of the Post Office Savings Bank transactions for the year ended March 31, 1922, and of the total amount due to depositors on that date.

	$ cts.		$ cts.
Balance due to depositors on March 31, 1921	29,010,619 23	Repayments to depositors during the year	8,496,546 78
Deposits received during the year	3,499,338 86	Balance due to depositors on March 31, 1922	24,837,181 21
Balances transferred from Dominion Government Savings Bank	56,467 95		
Interest allowed to depositors during the year in accordance with the Statute	767,301 95		
	33,333,727 99		33,333,727 99

STATEMENT of the Business of the Post Office Savings Bank.

Period	Number of Post Office Savings Banks at close of period	Number of deposits received during period	Total amount of deposits received during period	Average amount of each deposit received during period	Amount of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of withdrawals during period
			$ cts	$ cts	$ cts.	
Three months ended June 30, 1868	81	2,247	212,507 00	65 44		166
Year ended June 30, 1869	213	16,653	927,885 00	55 71		4,787
Year ended June 30, 1870	226	24,994	1,347,901 00	53 93		9,478
Year ended June 30, 1871	230	33,256	1,917,576 00	57 66		15,148
Year ended June 30, 1872	235	39,489	2,261,631 00	57 27		20,154
Year ended June 30, 1873	239	44,413	2,306 918 00	51 94		23,800
Year ended June 30, 1875	268	42,508	1,942,346 00	45 69		25,954
Year ended June 30, 1876	279	48,647	1,726,204 00	44 66		24,152
Year ended June 30, 1877	287	36,126	1,151,000 00	42 10		22,484
Year ended June 30, 1878	295	40,097	1,724,371 00	43 00		21,944
Year ended June 30, 1879	297	43,349	1,973,243 00	45 52		23,226
Year ended June 30, 1880	297	56,031	2,720,216 00	48 55		26,716
Year ended June 30, 1881	304	71,747	4,175,042 00	58 19		28,510
Year ended June 30, 1882	308	97,380	6,435,989 00	66 09		35,859
Year ended June 30, 1883	330	109,489	6,826,266 00	62 35		45,253
Year ended June 30, 1884	343	109,388	6,441,439 00	58 88		56,026
Year ended June 30, 1885	355	116,576	7,098,459 00	60 89		59,714
Year ended June 30, 1886	392	126,322	7,642,227 00	60 52		62,205
Year ended June 30, 1887	415	143,076	8,272,041 00	57 81		65,853
Year ended June 30, 1888	433	155,978	7,722,330 00	49 51	217,385 10	78,229
Year ended June 30, 1889	463	166,235	7,926,634 00	47 67	1,085,979 72	84,572
Year ended June 30, 1890	494	154,678	6,599,896 00	42 67	167,501 53	90,151
Year ended June 30, 1891	633	147,672	6,500,372 00	44 02	389,169 28	84,963
Year ended June 30, 1892	642	145,423	7,056,002 00	48 52		76,381
Year ended June 30, 1893	673	148,868	7,708,888 00	51 78		73,361
Year ended June 30, 1894	699	145,960	7,525,286 09	51 55	218,173 60	84,941
Year ended June 30, 1895	731	143,685	7,488,028 00	52 11	494,889 23	85,888
Year ended June 30, 1896	755	155,308	8,138,947 00	52 37	499,981 61	87,221
Year ended June 30, 1897	779	161,151	8,233,000 00	51 02	1,856,474 31	91,398
Year ended June 30, 1898	814	179,814	9,183,693 00	51 07	786,868 48	94,532
Year ended June 30, 1899	838	174,658	8,310,630 00	47 58		95,090
Year ended June 30, 1900	847	201,262	10,448,485 00	51 91	141,171 82	92,713
Year ended June 30, 1901	895	212,217	11,091,099 00	52 26		102,083
Year ended June 30, 1902	915	219,678	11,382,025 00	51 81	415,507 96	105,946
Year ended June 30, 1903	934	231,619	12,060,825 00	52 07		104,393
Year ended June 30, 1904	961	235,043	11,739,940 00	49 94		108,237
Year ended June 30, 1905	989	233,281	10,503,870 00	47 04	252,773 93	110,157
Year ended June 30, 1906	1,101	233,803	10,805,458 00	46 21	559,593 31	105,923
Nine months ended March 31, 1907	1,043	186,916	8,803,233 00	47 09	1,216,168 80	79,338
Year ended March 31, 1908	1,084	242,386	12,293,544 17	50 71	59,243 71	116,435
Year ended March 31, 1909	1,102	199,884	9,415,569 29	47 10		115,048
Year ended March 31, 1910	1,133	190,510	8,816,511 71	46 28		96,413
Year ended March 31, 1911	1,151	203,196	9,597,016 17	49 00		90,664
Year ended March 31, 1912	1,172	255,316	11,054,877 19	49 06	223,831 24	95,829
Year ended March 31, 1913	1,212	230,263	11,299,963 88	49 07		96,835
Year ended March 31, 1914	1,250	236,260	11,346,459 39	48 02	140,318 65	104,917
Year ended March 31, 1915	1,269	183,515	10,154,189 07	55 33		104,816
Year ended March 31, 1916	1,289	173,456	8,539,742 07	49 23	295,106 47	77,985
Year ended March 31, 1917	1,312	205,050	11,974,434 11	58 39		68,254
Year ended March 31, 1918	1,318	162,921	11,791,966 66	72 38	91,649 09	78,259
Year ended March 31, 1919	1,328	141,627	12,593,190 06	88 92	174,143 30	64,390
Year ended March 31, 1920	1,323	117,735	10,003,067 58	84 96	184,302 97	67,005
Year ended March 31, 1921	1,328	80,117	6,631,684 58	82 77	589,246 52	42,322
Year ended March 31, 1922	1,303	51,333	3,499,338 86	68 17	56,467 95	37,223
Total period ended March 31, 1922	1,303	7,505,035	398,403,750 79	53 08	10,064,942 57	3,690,855

SESSIONAL PAPER No. 30

Canada, year by year, from April, 1868, to March 31, 1922

Total amount withdrawn during period	Average amount of each withdrawal during period	Number of accounts opened during period	Number of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of accounts closed during period	Number of accounts remaining open at close of period	Interest allowed to Depositors	Total amount standing to the credit of Open accounts inclusive of interest allowed at close of period	Average amount standing to credit of each Open Account at close of period
$ cts.	$ cts.					$ cts.	$ cts.	$ cts.
8,857 48	53 35	2,146		44	2,102	939 37	204,588 89	97 33
296,754 35	61 99	9,429		1,319	7,212	21,094 72	856,814 26	118 80
664,655 51	70 11	8,823		2,857	12,178	48,689 08	1,588,848 82	130 41
1,093,438 86	72 10	9,424		4,449	17,153	84,273 08	2,497,259 65	145 59
1,778,565 19	81 33	10,856		6,940	21,059	116,174 55	3,096,500 01	147 04
2,323,299 32	86 91	11,995		9,528	23,526	126,932 88	3,207,051 57	136 32
2,468,643 42	86 04	12,048		10,606	24,968	126,273 31	3,204,965 46	128 36
2,341,979 04	82 88	10,516		11,190	24,294	120,758 06	2,926,090 48	120 44
2,021,457 97	77 11	10,218		10,097	24,415	110,116 08	2,740,952 59	112 27
1,726,082 98	70 49	8,791		9,312	24,074	104,067 86	2,639,937 47	109 60
1,713,658 79	70 55	10,058		8,597	25,535	103,834 29	2,754,484 03	107 87
1,733,448 79	66 07	10,755		8,845	27,445	110,912 56	3,105,190 80	113 14
2,015,813 16	69 89	14,407		10,481	31,365	136,075 47	3,945,669 11	125 80
2,097,389 15	73 56	18,731		10,491	39,605	184,904 81	6,208,226 77	156 75
3,461,619 31	96 53	25,778		13,920	51,463	291,065 07	9,473,661 53	184 08
4,730,995 39	104 54	27,127		17,531	61,059	407,305 17	11,976,237 31	196 13
5,694,611 13	100 84	26,562		20,939	66,682	477,487 64	13,245,552 64	198 63
5,973,031 84	97 01	27,591		20,951	73,322	539,560 51	15,090,540 31	205 81
6,183,470 60	96 40	29,103		21,555	80,870	607,075 37	17,159,372 09	212 18
6,626,067 51	100 62	31,874		22,585	90,159	692,404 57	19,497,750 15	216 26
7,514,071 78	96 05	37,516	723	26,704	101,693	975,639 15	20,689,032 62	203 44
7,532,145 56	89 06	38,049	962	29,581	113,123	841,921 79	23,011,422 57	203 41
8,575,041 98	95 12	32,127	570	33,499	112,321	786,875 37	21,990,653 49	195 78
7,875,977 57	92 67	29,791	1,124	32,006	111,230	734,430 89	21,738,648 09	195 44
7,230,938 14	93 44	28,943		29,368	110,805	734,590 70	22,298,401 65	201 24
6,631,578 97	90 39	29,502		26,032	114,275	777,482 98	24,153,193 66	211 36
7,473,585 46	87 98	29,116	662	27,033	117,020	835,800 34	25,257,868 14	215 84
7,310,291 97	85 41	27,988	1,647	26,037	120,628	876,049 07	26,805,542 47	222 22
7,406,066 13	84 91	30,100	1,959	26,245	126,442	944,524 73	28,932,929 68	228 82
7,656,086 64	83 76	30,236	6,722	26,663	135,737	1,024,511 74	32,380,829 09	238 55
8,853,178 42	93 65	33,722	2,279	29,449	142,289	982,725 62	34,480,937 77	242 47
9,021,862 56	94 88	30,172		30,320	142,141	1,001,899 96	34,771,605 17	144 62
8,903,505 46	96 03	37,596	587	29,337	120,987	1,049,699 27	37,507,455 80	248 41
9,774,694 62	95 75	38,685		32,304	157,368	1,126,952 44	39,950,812 62	253 87
10,617,070 50	100 21	38,886	712	34,205	162,751	1,188,924 83	42,320,209 91	260 01
11,379,756 94	109 01	39,786		35,524	167,023	1,254,048 96	44,255,326 93	264 96
11,883,127 70	109 79	38,925		37,376	168,572	1,309,567 05	45,419,706 28	269 44
12,129,101 23	110 11	35,376	572	39,002	165,518	1,320,511 70	45,367,760 68	274 09
12,324,529 26	115 26	37,681	879	39,536	164,542	1,328,205 78	45,736,488 51	276 75
9,330,766 39	117 35	30,282	3,310	30,849	167,285	1,027,833 83	47,452,957 75	283 66
13,610,865 95	116 89	42,530	279	44,403	165,691	1,369,404 60	47,564,284 28	287 07
13,132,239 00	114 14	31,611		41,507	155,895	1,342,869 64	45,190,484 21	289 88
11,699,649 54	121 35	29,661		36,663	148,893	1,279,011 04	43,586,357 42	292 73
11,470,360 24	126 51	34,639		36,054	147,478	1,257,565 84	42,330,579 19	293 51
12,303,688 13	128 39	38,796	600	38,955	147,919	1,258,164 84	43,563,764 33	294 51
13,389,966 01	138 28	40,120		42,005	146,034	1,255,179 63	42,728,941 83	292 59
13,842,924 98	131 64	41,917	343	44,974	143,320	1,218,491 69	41,591,286 57	290 20
12,925,606 20	123 41	34,506		42,349	145,477	1,175,536 96	39,995,406 40	295 22
9,981,914 13	128 00	27,988	1,050	30,170	134,345	1,160,082 89	40,008,417 70	297 80
10,606,900 87	155 40	29,481		28,684	135,142	1,206,527 65	42,582,478 59	315 09
14,427,194 11	184 35	21,156	166	30,563	125,735	1,244,578 61	41,283,478 84	328 34
13,604,410 70	211 30	17,007	529	27,255	116,541	1,208,558 76	41,654,960 26	357 43
21,293,281 63	317 78	14,509	376	33,896	97,154	1,056,545 20	31,605,594 38	325 31
10,699,748 7	252 11	11,651	1,756	20,242	88,563	883,842 47	29,010,619 23	327 57
8,496,546 78	228 26	6,359	194	15,274	82,196	767,301 95	24,837,181 21	302 17
425,637,315 00	115 32	1,408,821	29,001	1,356,207	82,196	42,005,802 85	24,837,181 21	302 17

RAILWAY MAIL SERVICE

STATEMENT showing total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, etc., also the mileage paid Railway Mail Clerks for fiscal year 1921-22, as compared with the amounts paid during the preceding fiscal year, 1920-21.

Year	Salaries	Decrease	Mileage	Decrease
	$ cts.	$ cts.	$ cts.	$ cts.
1920-21	2,279,015 33		731,343 66	
1921-22	2,209,150 80	69,846 53	566,736 19	164,607 47

CHANGES IN EXISTING SERVICES

During the year there have been established the following changes and increases in the frequency of railway mail service.:—

Railway	Terminals	Distance in miles	Particulars
Canada and Gulf Terminal	Matane and Mont-Joli	36	R. P. O. Service, daily ex. Sunday superseded by B.C.
Canadian National	Bienfait and Kingsford	9	B. C. Service semi-weekly increased to tri-weekly.
" "	Campbellton and St. Leonards	111·65	B. C. Service increased from four to five days per week.
" "	Dunblane and Lucky Lake	19	B. C. Service, semi-weekly increased to tri-weekly.
" "	Edmonton and Edson	129·6	R.P.O. Service, tri-weekly discontinued.
" "	Edmonton and Morinville	22·7	B.C. Service, tri-weekly increased to five days per week.
" "	Gogama and Foleyet	61·6	B.C. Service, tri-weekly one way discontinued.
" "	Maryfield and Carlysle	37·1	R.P.O. Service tri-weekly superseded by B.C.
" "	Morinville and Edmonton	22·7	B.C. Service tri-weekly increased to four days per week.
Canadian Pacific	Deloraine and Waskada	17	B.C. Service daily ex. Sunday reduced to four trips per week.
" "	Lauder and Alida	54	B.C. Service tri-weekly reduced to semi-weekly.
" "	Montréal and St -Johns, Que	27	B.C. Service daily except Sunday reduced to weekly.
" "	Parksville and Courtney	44·5	R.P.O. Service daily ex. Sunday reduced to tri-weekly.
" "	St.-Eugène and Rigaud	48	B.C. Service daily except Sunday discontinued.
" "	Trois-Rivières and Grandes Piles	30	R.P.O. Service daily except Sunday superseded by B.C.
Grand Trunk	Belleville and Madoc	27	R.P.O. Service daily except Sunday discontinued.
" "	Stratford and Sarnia	92	B.C. Service daily except Sunday superseded by R. P.O. train 27.

During the fiscal year 1921-22, 166.5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail was carried on March 31, 1922, of 36,115,97.

The following statement shows the details of such additional service:—

Railway	Terminals	Distance in miles	Service
Canadian National	Dunblane and Lucky Lake	19	B.C. Service semi-weekly.
" "	Edmonton and St. Paul de Métis	121	B.C. Service tri-weekly.
" "	Estonia and Alsask	34	B.C. Service tri-weekly.
" "	Hanna and Sunnybrook	31	B.C. Service tri-weekly.
		205	
Less:—			
Canadian National	St.-Andrews and Hawkesbury	14·6	B.C. Service daily except Sunday discontinued.
Grand Trunk	Dalkeith and Hawkesbury	13·9	B.C. Service daily except Sunday discontinued.
Red Mountain	Boundary Line and Rossland	10	B.C. Service daily except Sunday discontinued.
		166·5	

COMPARATIVE Statement of Railway Mail Service during fiscal years 1920-21 and 1921-22

Date	Miles of railway in operation on which mails are carried	Daily service by postal cars. Distance travelled in miles	Daily service by baggage cars. Distance travelled in miles	Total mileage	
				Daily	Yearly
In March, 1922	36,115	71,928	49,417	121,345	37,980,936
In March, 1921	35,949	71,608	60,072	131,680	41,215,804
	166	320	*10,655	*10,335	*3,234,868

*Decrease.

POSTAGE STAMP BRANCH

The postage stamp issue during the fiscal year 1921-22 was the greatest in the history of the department, showing a material increase over the issue of the previous fiscal year, the figures being as follows:—

Issue, fiscal year, 1921–22	$28,777,412 95
Issue, fiscal year, 1920–21	28,563,234 18
Increase	$ 214,178 77

DEAD LETTER OFFICE

The transactions of the Dead Letter Office of the department during the year ended March 31, 1922, were as follows—

Number of letters originating in Canada, returned as undelivered:	
By British Post Office	27,362
By United States Post Office	155,632
By British colonies and foreign countries	21,335
Books, parcels, etc., received from the United Kingdom and foreign countries	37,390
	241,719
Dead letters, circulars, postal cards, etc., returned from Canadian post offices	1,842,182
Dead letters, registered (foreign and domestic)	46,103
Dead letters found to contain value (Canadian origin)	25,184
Dead letters, circulars, postal cards, etc., sent to the Dead Letter office for special reasons, such as insufficient address, non-payment of postage, etc.	554,492
	2,709,680

EQUIPMENT AND SUPPLY BRANCH

COMPARATIVE STATEMENT of expenditure for the fiscal year ended March 31, 1921, and the fiscal year ended March 31, 1922

Items of Expenditure	1920–21	1921–22	Increase 1921–22	Decrease 1921–22
	$ cts.	$ cts.	$ cts.	$ cts.
Inside Service:—				
Printing	32,237 88	37,459 21	5,221 33	
Stationery	33,322 48	37,257 20	3,934 72	
Total	65,560 36	74,716 41	9,156 05	
Increase—Inside Service			9,156 05	
Outside Service:—				
Printing	242,018 58	216,552 40		25,466 18
Stationery	172,439 18	123,656 99		48,782 19
Total—Printing and stationery	414,457 76	340,209 39		74,248 37
*Mail bags, mail locks, etc	288,654 00	402,637 34	113,983 34	
*Miscellaneous stamping material, scales, letter boxes, letter carriers' uniforms, etc	452,080 87	356,261 93		95,818 94
Total	1,155,192 63	1,099,108 66	113,983 34	170,067 31
Decrease—Outside Service				56,083 97
Total expenditure—Inside and Outside	1,220,752 99	1,173,825 07		
Total decrease—Inside and Outside				46,927 92

The above increase of $113,983.34 is largely due to the purchase of a new fleet of motor trucks for the Toronto Postal Service.

1921–22

	DR.	CR.
*_Purchases during year_—		
Against mail service vote	$ 402,637 34	
Against miscellaneous vote	356,261 92	
Cash returned to Department—		
By sale of new material for uniforms		$ 41,325 54
By sale of obsolete equipment		2,221 54
By refund on miscellaneous equipment		600 65
Cash payments to other Departments—		
To Justice (repair of mail bags and making up new mail bags)		44,557 74
To Customs (import charges)		16 72
To Public Works (liquid soap)		85 48
Disbursements—		
Value of equipment issued to service		125,035 67
Assets—		
Inventory of stock at department, depots and depositories		545,055 92
	$758,899 26	$758,899 26

GOVERNMENT ANNUITIES BRANCH

During the fiscal year ending March 31, 1922, 119 Immediate Annuities and 158 Deferred Annuities, a total of 277, were purchased, amounting in the aggregate to $108,728.57.

The amount of purchase money received during the same period was $749,940.31.

The number of Annuities in force on March 31, 1922, was as follows:—Immediate, 1,176; Deferred, 3,684, or a total of 4,860, and the amount of such annuities was $1,234,616.42. The amount received on account of the purchase of Annuities from September 1, 1908, to March 31, 1922, exclusive of amounts returned to purchasers, was $5,660,305.40.

GOVERNMENT ANNUITIES FUND STATEMENT, MARCH 31, 1922

Assets

Fund on March 31, 1921	$ 4,366,633 32	
Receipts, 1921–22, less payments	638,791 10	
Fund on March 31, 1922		$5,005,424 42

Liabilities

Net present value of all outstanding contracts	$ 5,005,424 42

Receipts

For Immediate annuities	$ 514,923 02	
For Deferred annuities	235,017 29	
Interest on fund	178,849 80	
Amount transferred by Government to maintain reserve	58,528 87	
		$ 987,318 98

Payments

Annuities paid under Immediate contracts	319,201 62	
Return of premiums with interest	27,545 68	
Return of premiums without interest	1,780 58	
Balance, March 31, 1922	638,791 10	
		$ 987,318 98

Valuation on March 21, 1922, of Annuity Contracts issued pursuant to the Government Annuities Act

Description of Contracts	Number	Amount of Annuities	Total value on March, 31, 1922, of Annuities purchased
		$ cts.	$ cts.
1. Immediate Annuities	741	239,854 13	1,880,783 00
2. Immediate, guaranteed	313	72,257 75	634,085 00
3. Immediate Last Survivor	122	42,487 47	405,037 00
4. Deferred "A"	1,150	248,620 45	619,725 70
5. Deferred "A" guaranteed	1,983	448,694 90	834,205 37
6. Deferred "A" Last Survivor	58	25,214 79	84,666 69
7. Deferred "B" Last Survivor	23	9,306 19	43,750 42
.. Deferred "B"	470	148,180 74	503,171 24
Totals	4,860	1,234,616 42	5,005,424 42

ACCOUNTING OFFICES

STATEMENT showing the Gross Postal Revenue of Accounting Offices during the year ended March 31, 1922.

Province of Ontario

Name of Office	Revenue $ cts.
Aberfoyle	212 47
Actinolite	296 84
Acton	7,371 81
Addison	408 60
Admaston Station	311 84
Adolphustown	266 51
Agincourt	1,484 11
Ahmic Harbour	512 13
Ailsa Craig	3,123 62
Alexandria	7,860 81
Alfred	2,089 28
Alfred Station	461 48
Algoma Mills	199 26
Algonquin	780 34
Algonquin Park	1,425 14
Allanburg	453 61
Allandale	3,856 85
Allan Park	80 73
Allenford	1,600 70
Allensville	190 08
Allenwood	104 57
Allisonville	161 57
Alliston	7,634 96
Alma	1,004 85
Almonte	9,672 76
Alton	1,541 59
Alvinston	3,832 51
Ameliasburg	361 84
Amherstburg	9,684 25
Amigari	935 66
Amyot	111 82
Ancaster	4,846 87
Angus	1,381 46
Annan	295 48
Ansonville	475 47
Antoen Mills	315 33
Appin	1,427 49
Apple Hill	1,870 09
Appleton	764 29
Apsley	536 67
Arden	1,131 23
Ardoch	296 89
Argyle	323 97
Ariss	288 94
Arkona	1,759 72
Armow	158 14
Arnprior	14,925 29
Arnstein	333 40
Arthur	5,075 23
Ashburn	256 29
Ashton	682 64
Ashworth	96 57
Astorville	268 74
Athens	4,035 67
Atherley	937 55
Athlone	223 09
Atikokan	787 57
Attercliffe Station	389 36
Atwood	2,354 49
Auburn	1,350 03
Aultsville	1,597 18
Aurora	11,839 76
Avening	326 74
Avonmore	1,856 48
Aylmer West	13,915 22
Ayr	3,552 62
Ayton	2,322 38
Baden	2,029 07
Badjeros	430 04
Baillieboro	581 15
Bainsville	848 79
Bala	2,583 19
Balderson	396 81
Ballantrae	203 67
Ballinafad	177 46
Ballycroy	383 24
Baltimore	521 95
Bancroft	4,471 94
Bannockburn	313 64
Barrie	25,562 45
Barrie Island	118 63
Bar River	452 31
Barrow Bay	183 68
Barry's Bay	2,127 81
Bartonville	712 24
Barwick	899 89
Bath	1,610 46
Battcau	191 45
Battersea	599 84
Bayfield	1,461 69
Baysville	774 78
Beachburg	1,887 50
Beachville	1,126 95
Beamsville	6,896 16
Beaumaris	1,278 53
Beaverton	5,582 25
Becher	264 16
Bedford Mills	132 15
Beechwood	338 44
Beeton	2,745 06
Belfountain	399 22
Belgrave	728 90
Belhaven	203 43
Bellamy's	512 06
Belle River	1,302 75
Belle Vallée	227 53
Belleville	*52,396 98
*Divided as follows:—	
Head Office	51,524 98
Belleville Station	872 00
Bell Ewart	753 16
Bell's Corners	277 81
Belmont	2,250 67
Belton	410 27
Belwood	1,336 87
Berkeley	412 80
Bervie	263 78
Berwick	657 28
Bethany	959 17
Bexley	175 06
Bigwood	444 36
Billing's Bridge	1,131 60
Binbrooke	507 77
Birch Cliff	1,983 22
Biscotasing	1,018 82
Bishop's Mills	302 06

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Bismark	283 15
Bissett Creek	156 56
Blackstock	813 65
Blackwater	411 19
Blair	611 88
Blakeney	172 22
Blenheim	7,874 98
Blezard Valley	337 52
Blind River	5,168 87
Bloomfield	2,250 38
Bluevale	640 11
Blyth	3,374 51
Blythswood	379 85
Bobcaygeon	3,944 77
Bognor	462 95
Bolsover	289 99
Bolton	3,357 29
Bonarlaw	575 55
Bondhead	570 27
Bondfield	1,022 97
Bornholm	965 62
Boston Creek	383 90
Bothwell	3,898 91
Bourget	1,334 29
Bourkes	440 19
Bowmanville	13,273 04
Bracebridge	13,007 99
Bradford	4,512 41
Braeside	1,677 65
Brampton	23,008 17
Branchton	569 95
Brantford	*140,608 12
*Divided as follows:—	
Head Office	136 116 48
Eagle's Nest	2,137 32
Farringdon Hill	418 00
Grand View	1,297 32
Tutela	639 00
Brechin	1,822 96
Breslau	1,627 11
Bridgeburg	20,684 52
Bridgenorth	373 06
Bridgeport	612 83
Brigden	2,651 46
Bright	1,706 61
Brighton	6,358 11
Brinston	1,339 03
Brittania Bay	320 59
Britton	362 69
Brockville	49,589 08
Bronte	1,460 34
Brooklin	2,139 01
Brougham	306 86
Brown's Brae	177 51
Brownsville	1,178 98
Brownton	828 91
Brucefield	896 44
Bruce Mines	2,532 74
Bruce Station	281 65
Brudenell	251 79
Brulé Lake Station	702 68
Brussels	4,675 77
Burford	3,183 37
Burgessville	1,593 85
Burketon Station	671 51
Burk's Falls	5,366 43
Burlington	8,844 51
Burnstown	225 04
Burnt River	474 51
Burritt's Rapids	1,056 49
Byng Inlet	2,245 92

Name of Office	Revenue $ cts.
Cache Bay	1,476 22
Caesarea	388 74
Cainsville	829 97
Caintown	241 14
Cairo	273 43
Caistor Centre	382 88
Caistorville	237 95
Calabogie	1,374 94
Caldwell's Mills	349 80
Caledon	1,016 79
Caledon East	1,344 88
Caledonia	7,056 15
Caledonia Springs	826 15
Callander	2,248 93
Camborne	168 32
Cambray	439 27
Camden East	783 89
Cameron	566 19
Camilla	217 14
Camlachie	1,169 14
Campbellcroft	572 98
Campbellford	10,732 29
Campbellville	1,587 72
Camp Borden	1,959 62
Campden	393 57
Canboro	794 32
Canfield	1,204 16
Cannifton	404 18
Cannington	3,818 87
Canonto	255 13
Capreol	4,021 80
Cardinal	5,261 85
Cargill	1,361 65
Carleton Place	16,646 83
Carlingford	183 07
Carlisle	750 02
Carlsbad Springs	230 16
Carlsruhe	278 92
Carp	2,565 63
Carrying Place	914 76
Cartier	965 42
Casselman	2,819 29
Castleford Station	247 66
Castleton	1,099 15
Cataraqui	427 51
Cathcart	300 53
Cavan	348 25
Cayuga	4,631 84
Cedar Dale	1,841 98
Cedar Springs	337 07
Cedar Valley	272 29
Cedarville	256 62
Centralia	737 52
Centreville	343 51
Ceylon	814 20
Chalk River	1,236 65
Chapleau	8,278 49
Charing Cross	334 83
Charlton	792 03
Charlton Station	842 35
Chatham	67,662 04
Chatsworth	2,491 61
Chedoke	563 63
Chelmsford	1,841 12
Chepstow	491 26
Cheltenham	765 77
Cherry Valley	463 60
Chesley	8,735 82
Chesterville	5,408 43
Chippawa	2,143 48
Chiswick	304 45

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts
Christy's Lake	121 56
Churchill	765 80
Chute à Blondeau	323 14
City View	271 12
Clandeboye	740 32
Clansday	1,164 06
Clarement	1,524 63
Clarence	322 14
Clarence Creek	1,127 49
Clarendon Station	301 01
Clarke	756 71
Clarksburg	2,598 28
Clarkson	1,646 11
Clarkstown	1,408 16
Clayton	415 67
Clear Creek	379 40
Clifford	2,851 95
Clinton	9,125 54
Cloyne	414 18
Clute	293 11
Coatsworth Station	865 31
Cobalt	22,560 54
Cobden	4,169 16
Coboconk	1,277 38
Cobourg	22,949 85
Cochrane	13,537 23
Codrington	356 37
Coe Hill	1,333 53
Colbeck	52 01
Colborne	5,324 16
Cold Springs	212 83
Coldwater	4,854 97
Colebrook	308 50
Colgan	249 33
Collingwood	22,961 91
Collin's Bay	280 45
Columbus	449 33
Comber	2,132 83
Combermere	691 73
Conestogo	585 53
Coniston	2,587 64
Conn	388 63
Connaught Station	1,304 26
Consecon	1,622 78
Cookstown	3,257 85
Cooksville	1,665 56
Copetown	658 37
Copleston	193 15
Copper Cliff	5,628 73
Corbeil	249 12
Corbetton	972 43
Corbyville	986 04
Cordova Mines	310 45
Corinth	761 07
Cornwall	31,373 08
Corunna	1,085 80
Cottam	1,453 36
Courtland	1,222 57
Courtright	1,925 86
Coyne	254 67
Craighurst	589 27
Craigmont	178 85
Craigvale	337 18
Crediton	1,537 81
Creemore	3,790 98
Creighton Mine	1,538 20
Cresswell	397 70
Crookston	239 80
Croton	502 80
Crysler	1,944 98
Crystal Beach	3,723 38
Cumberland	886 62
Cumming's Bridge	1,272 56
Curran	1,015 27
Cutler	1,201 16
Cyrville	544 69
Dacre	554 80
Dalkeith	1,216 47
Dane	1,111 54
Dartford	359 09
Dashwood	1,526 76
Dayton	262 95
Dean Lake	779 33
Delaware	968 23
Delhi	4,412 70
Deloro	1,200 33
Delta	1,501 61
Demorestville	420 83
Denbigh	484 80
Denfield	1,072 58
Depot Harbour	1,867 06
Desaulniers	234 07
Desbarats	1,476 70
Desboro	756 18
Deseronto	5,807 56
Detlor	525 65
Deux Rivières	720 93
Devlin	612 39
Dickinson's Landing	293 80
Dixie	471 47
Dobbinton	566 80
Domville	452 09
Donald	199 49
Doon	252 16
Dorchester Station	1,649 90
Dorion	61 68
Dorion Station	455 18
Dornoch	600 45
Dorset	1,161 26
Douglas	1,890 58
Downeyville	153 00
Downsview	239 66
Drayton	4,311 53
Dresden	6,059 84
Dromore	256 48
Drumbo	1,646 32
Dryden	5,461 43
Duart	297 40
Dublin	1,539 00
Dunbar	172 13
Dunbarton	429 93
Duncan	135 04
Dunchurch	555 39
Dundalk	5,561 05
Dundas	15,102 84
Dungannon	1,139 65
Dunnville	19,292 93
Dunrobin	386 72
Dunsford	476 53
Duntroon	563 32
Dunvegan	664 65
Durham	6,978 70
Dutton	4,865 59
Dwight	646 33
Eagle River	585 72
Earlton	920 17
Easton's Corners	472 73
Eastview Centre	1,454 81
Eastwood	353 30
Eauclaire	613 93
Eberts	590 53
Echo Bay	939 84

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Echo Place	311 80
Edenvale	138 20
Edgeley	171 27
Edwards	312 68
Eganville	6,092 54
Egbert	362 04
Eldorado	605 01
Elgin	1,969 98
Elginburg	304 84
Elk Lake	2,221 57
Elmira	7,138 21
Elmvale	3,553 54
Elmwood	1,578 90
Elora	6,320 13
Elphin	281 46
Embro	3,144 21
Embrun	1,645 14
Emo	2,716 38
Emsdale	1,182 18
Englehart	4,135 87
Enniskillen	430 11
Ennismore	397 64
Enterprise	1,733 05
Erieau	1,043 57
Erin	2,263 33
Erindale	318 24
Erinsville	381 90
Espanola	6,195 84
Espanola Station	293 95
Essex	9,219 89
Ethel	1,264 01
Eugenia	344 18
Everett	880 52
Everton	244 96
Exeter	6,260 14
Fairbank	1,189 69
Fairfield East	261 09
Fair Ground	259 71
Falding	215 95
Falkenburg Station	365 73
Falls' View	760 15
Farran's Point	599 20
Fauquier	673 07
Fenella	201 19
Fenelon Falls	5,847 01
Fenwick	1,840 29
Fergus	12,720 00
Ferris	104 93
Fesserton	214 67
Feversham	864 54
Field	877 15
Finch	2,469 58
Fingal	1,069 36
Fisherville	927 43
Fitzroy Harbour	483 05
Flesherton	2,403 76
Fletcher	598 28
Flint	230 12
Flinton	881 84
Floradale	336 23
Florence	1,511 98
Flower Station	333 33
Foleyet	2,038 80
Folger Station	121 23
Fonthill	2,376 43
Footes Bay	556 28
Ford	13,755 40
Fordwich	1,699 90
Forest	6,849 37
Foresters Falls	893 46
Formosa	817 87
Fort Erie	4,007 02
Fort Francis	13,007 37
Fort Stewart	381 11
Fort William	*70,862 17
*Divided as follows:—	
Head Office	64,816 33
Fort William Sub-office No. 1	2,366 04
Fort William West	3,679 80
Fournier	869 54
Foxboro	868 58
Foxmead	308 41
Fox Point	376 11
Frankford	3,485 07
Franklin	145 54
Franktown	326 21
Frankville	518 62
Franz	722 18
Fraserville	579 00
Freelton	648 37
Freeman	1,627 96
French River	213 94
Fruitland	632 77
Fullarton	387 59
Galetta	798 76
Gallingertown	196 23
Galt	61,341 45
Gamebridge	732 36
Gananoque	16,808 38
Garson	439 81
Gelert	474 63
Georgetown	11,107 68
Gilford	508 61
Gilmour	388 98
Giroux Lake	448 97
Glammis	561 65
Glanworth	780 95
Glasgow Station	456 58
Glen Allan	378 14
Glen Buell	151 34
Glencairn	516 96
Glencoe	5,476 66
Glen Miller	263 54
Glen Morris	282 74
Glen Robertson	1,289 31
Glenroy	274 07
Glen Sandfield	447 54
Glen Williams	796 17
Goderich	17,715 93
Godfrey	477 33
Golden Lake	987 18
Goldlands	162 47
Gooderham	713 16
Goodwood	756 35
Gordon Bay	390 04
Gore Bay	3,678 09
Gore's Landing	281 73
Gormley	779 91
Gorrie	2,014 68
Goudreau	424 25
Gowanstown	673 66
Gowganda	1,235 90
Grafton	1,435 07
Grand Bend	733 23
Grand Valley	4,555 28
Granton	1,456 96
Grassie	225 65
Gravenhurst	7,442 05
Greenfield	912 26
Greenville	472 26
Green Valley	556 85
Greenwood	272 11

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Grimsby	15,501 25
Grimsby East	1,241 97
Guelph	*100,209 85
*Divided as follows:—	
Head office	99,842 85
Guelph Sub-Office No. 1	367 00
Hagersville	6,629 98
Haileybury	16,385 91
Haley Station	353 17
Haliburton	3,221 27
Halloway	836 52
Hallville	366 80
Hamilton	*551,209 03
*Divided as follows:—	
Head Office	414,943 36
Station "B"	59,826 99
Sub-office No. 2	2,746 93
" No. 3	1,032 42
" No. 4	11,576 64
" No. 5	7,097 32
" No. 6	5,695 00
" No. 7	554 50
" No. 8	7,861 40
" No. 9	2,150 00
" No. 10	8,930 00
" No. 11	595 00
" No. 12	9,280 26
" No. 14	6,418 00
Crown Point	7,431 71
Homeside	2,581 00
Mount Hamilton	2,488 50
Hamilton Beach	1,158 43
Hammond	1,036 31
Hampton	759 83
Hanmer	598 31
Hanover	13,727 16
Harley	453 58
Harold	732 98
Harrietsville	646 07
Harrington West	224 38
Harrison's Corners	345 58
Harriston	10,142 35
Harrow	4,109 93
Harrowsmith	1,474 55
Hartington	594 49
Harwood	382 75
Hastings	3,151 19
Havelock	4,614 96
Hawkesbury	7,666 78
Hawkestone	1,331 87
Hawkesville	176 37
Haysville	275 24
Hearst	2,944 78
Heaslip	341 89
Heathcote	324 97
Hensall	3,522 32
Hepworth	1,453 98
Heron Bay	237 85
Hespeler	11,719 57
Hickson	993 32
Highgate	2,369 71
Highland Creek	366 99
Highland Grove	465 78
Hilliardton	157 83
Hillier	808 36
Hillsbury	1,517 69
Hillsdale	713 09
Hilton	311 35
Hilton Beach	901 63
Holland Centre	650 92
Holland Landing	765 32

Name of Office	Revenue $ cts.
Holstein	1,509 23
Holyrood	506 72
Honeywood	481 58
Hopeville	333 77
Hornby	438 58
Horneypayne	2,092 84
Horning's Mills	1,075 03
Humber Bay	1,180 69
Humberstone	2,014 78
Huntsville	11,818 02
Hurdman's Bridge	1,292 83
Huttonsville	226 97
Hybla	351 04
Hyde Park Corner	671 58
Hymers	519 20
Hyndford	401 39
Ice Lake	177 61
Ida	345 59
Ignace	1,566 14
Ilderton	1,888 20
Indian River	1,418 02
Ingersoll	22,701 86
Inglewood	1,638 73
Inkerman	782 85
Innerkip	1,069 15
Inverary	331 37
Inwood	1,793 51
Iona Station	729 28
Iron Bridge	1,091 83
Iron Dale	89 68
Iroquois	5,024 60
Iroquois Falls	10,228 26
Islington	1,420 31
Ivanhoe	375 83
Jackfish	605 32
Jacksonboro	646 75
Jackson's Point	1,199 09
Janetville	560 64
Jarratt	490 94
Jarvis	2,668 43
Jasper	1,068 93
Jerseyville	873 56
Jessopville	385 84
Jones Falls	221 63
Jordan	1,372 24
Jordan Harbour	481 96
Jordan Station	926 73
Joyceville	237 05
Kagawong	630 92
Kakabeka Falls	689 01
Kaladar Station	359 05
Kaministikwia	566 21
Kapuskasing	2,084 78
Kars	654 17
Katrine Station	328 86
Kearney	1,371 70
Keene	1,093 03
Keewatin	4,274 69
Kemble	804 76
Kemptville	7,187 48
Kenabeck	415 72
Kendal	382 48
Kenilworth	1,048 82
Kenmore	594 61
Kenora	17,831 16
Kent Bridge	506 55
Kerrwood	1,382 81
Keswick	1,008 25
Kettleby	423 32
Kilbride	174 60
Killaloe Station	2,564 56

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts
Killarney	541 77
Kilsyth	210 47
Kilworthy	713 65
Kimberley	472 56
Kinburn	1,597 08
Kincardine	12,674 92
King	1,829 81
Kingsmill	631 47
Kingston	*107,360 47
*Divided as follows:	
Head Office	97,775 03
Sub-office No. 1	8,029 74
Sub-office No. 2	673 50
Bath Road	557 45
Kingston Station	324 75
Kingsville	9,239 22
Kinmount	1,790 37
Kintore	479 79
Kipling	209 70
Kippen	538 27
Kirkfield	1,616 55
Kirkland Lake	5,700 17
Kirkton	1,261 02
Kitchener	95,282 34
Kleinburg	434 17
Klock	169 17
Komoka	1,089 17
Krugersdorf	218 11
Lafontaine	416 80
Lakefield	4,573 35
Lakeport	861 30
Lakeside	905 07
L'Amable	106 26
Lambeth	1,537 27
Lambton Mills	1,059 78
Lanark	3,290 43
Lancaster	2,971 90
Lang	211 23
Langstaff	414 44
Langton	518 79
Lansdowne	3,517 81
Lansing	643 04
Larchwood	198 37
La Salette	530 49
Latchford	514 52
Latta	266 18
Laurel	743 06
Laurentian View	319 94
La Vallée	717 42
Lavant Station	531 02
Lawrence Station	449 38
Leamington	15,759 35
Leeburn	139 87
Lefaivre	654 63
Lefroy	1,500 79
Lemieux	223 37
Leonard	504 89
Levack	451 35
Lime House	227 20
Lindsay	32,663 26
Linwood	1,789 89
Lions Head	1,937 81
Lisle	994 69
Listowel	13,361 88
Little Britain	1,265 15
Little Current	4,316 01
Lloydtown	565 71
Lochlin	384 68
Locust Hill	637 55
Loiselleville	536 01
Lombardy	410 44
Londesborough	2,043 87
London	*443,078 75
*Divided as follows:—	
Head Office	395,713 40
Sub-office No. 1	331 03
Sub-office No. 2	1,044 63
Sub-office No. 3	6,936 91
Sub-office No. 4	7,278 36
Sub-office No. 5	1,317 00
Sub-office No. 6	220 00
Sub-office No. 7	662 00
Sub-office No. 8	11,597 77
Sub-office No. 9	246 00
Ealing	2,716 56
London Junction	4,348 06
London South	3,074 59
London West	755 96
St. James Park	6,478 48
Tambling's Corners	358 00
Long Branch	4,850 05
Longford Mills	1,082 26
Longwood	214 80
Lonsdale	281 14
Loretto	215 72
L'Orignal	2,053 48
Loring	740 57
Lorneville	865 12
Lowbanks	637 96
Lucan	3,404 94
Lucknow	6,886 80
Lunenburg	405 11
Lyn	1,458 64
Lynden	1,454 39
Lyndhurst	1,347 63
Lynedoch	396 60
McAlpine	306 23
McDonald's Corners	444 09
McGregor	411 30
McIntyre	56 60
McKellar	538 49
Maberley	920 68
Macfarlane	496 32
MacLennan	466 85
MacTier	1,162 03
Madawaska	1,404 33
Madoc	6,396 01
Magnetawan	1,672 84
Magpie Mine	71 13
Maidstone	697 22
Maitland	460 92
Mallorytown	1,914 76
Malton	848 20
Manchester	290 28
Mandamin	366 04
Manilla	455 63
Manitowaning	2,133 65
Manotick	1,038 35
Mansfield	768 76
Maple	1,403 78
Maple Lake Station	280 98
Maple Valley	317 80
Markdale	6,156 07
Markham	3,268 85
Markstay	332 73
Marlbank	1,162 30
Marmion	90 58
Marmora	3,143 65
Marshville	1,488 17
Martintown	1,667 88
Marysville	373 74
Massey Station	3,216 06

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts
Matheson Station	3,600 68
Matawatchan Heights	335 91
Mattawa	4,304 72
Maxville	4,098 76
Maxwell	405 38
Maynooth	1,068 47
Maynooth Station	433 94
Meadowvale	573 91
Meaford	10,672 48
Mekinchton	294 02
Melbourne	1,490 24
Merlin	3,801 41
Merrickville	4,806 96
Merritton	6,222 22
Metcalfe	1,279 20
Michipicoten Harbour	986 25
Middleville	391 03
Midhurst	436 26
Midland	20,220 71
Milberta	552 46
Mildmay	2,957 82
Milford	514 45
Millbank	933 86
Mill Bridge	981 44
Millbrook	3,318 41
Mille Roches	2,216 00
Mill Grove	347 90
Milliken	558 54
Milnet	1,593 29
Milton West	9,595 70
Milverton	5,653 08
Mimico	4,347 48
Mimico Beach	2,986 87
Minaki	1,095 63
Mindemoya	819 74
Minden	1,883 99
Minesing	566 03
Minett	793 31
Missanabie	349 89
Mitchell	9,101 28
Moffat	532 37
Mohawk	828 07
Moira	280 55
Monckland Station	1,165 83
Mond	499 89
Monkton	1,985 82
Mono Centre	170 90
Mono Mills	327 76
Mono Road Stn	791 97
Monteith	1,264 09
Monticello	170 81
Montreal River	187 98
Moonbeam	569 86
Moorefield	1,688 63
Mooretown	1,413 73
Moor Lake Station	151 87
Moose Creek	2,245 86
Morewood	1,155 11
Morganston	296 58
Morpeth	951 95
Morrisburg	8,014 97
Morriston	516 62
Morton	221 73
Moscow	598 64
Mossley	504 27
Moulinette	595 30
Mountain	1,883 28
Mountain Grove	689 47
Mount Albert	1,647 70
Mount Brydges	2,074 81
Mount Elgin	790 42
Mount Forest	9,789 38
Mount Joy	589 11
Mount St. Patrick	261 98
Mowat	383 33
Muirkirk	1,424 91
Muncey	586 98
Murillo	639 00
Myrtle Station	665 82
Nairn Centre	865 64
Nanticoke	540 43
Napanee	19,814 77
Nashville	367 72
Navan	848 01
Nesterville	764 09
Nestleton Station	920 86
Newstadt	1,776 90
Newboro	1,282 21
Newburgh	1,458 33
Newbury	1,558 62
Newcastle	2,082 14
New Dundee	984 45
New Germany	196 34
New Hamburg	5,576 11
Newington	1,369 37
New Liskeard	12,945 78
New Lowell	1,155 88
New Market	17,147 29
Newton	580 59
Newton Brook	572 84
Newton Robinson	288 97
New Toronto	6,770 36
Niagara Falls	*92,939 75
*Divided as follows:—	
Head Office	69,074 15
Niagara Falls Centre	14,007 29
Niagara Falls South	9,858 31
Niagara Military Camp	97 81
Niagara on the Lake	6,085 04
Nicholson Siding	1,612 00
Nipigon	3,290 28
Nipissing	468 58
Nobel	633 05
Nobleton	404 34
Noëlville	826 92
Norland	501 50
Norman	1,116 84
North Augusta	1,402 54
North Bay	45,774 02
North Brook	640 22
North Bruce	378 71
North Cobalt	1,605 36
Northfield Station	779 91
North Gower	1,566 65
North Lancaster	443 36
Northpines	361 27
Northwood	845 06
Norval	1,105 91
Norwich	6,958 73
Norwood	4,160 44
Nottawa	905 35
Novar	685 04
Oakland	212 74
Oakville	14,756 59
Oakwood	1,351 52
Odessa	1,571 88
O'Donnell	59 95
Ohsweken	301 29
Oil City	330 31
Oil Springs	2,109 87
Omemee	2,443 58
Ompagh	221 85

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Onondaga	239 56
Orangeville	10,711 07
Orillia	40,588 22
Orleans	416 79
Ormond	271 64
Orono	3,030 65
Oro Station	568 64
Orrville	684 19
Orton	846 02
Osgoode Station	1,753 63
Oshawa	*54,555 49
*Divided as follows:—	
Head Office	52,883 35
South Oshawa	1,672 14
Osnabruck Centre	341 24
Ottawa	*560,595 58
*Divided as follows:—	
Head Office	427,819 57
Sub-office No. 3	2,068 78
Sub-office No. 4	8,411 03
Sub-office No. 5	1,703 72
Sub-office No. 6	9,972 85
Sub-office No. 10	6,161 03
Sub-office No. 15	2,056 84
Sub-office No. 17	4,644 00
Sub-office No. 20	3,507 34
Bank Street	41,384 80
Bank St. South	9,473 77
Bayswater	609 00
Hintonburg	3,385 33
Le Breton Flats	10,063 94
Militia and Defence	10 00
Casualty Branch	
Mount Sherwood	1,075 74
Naval Service	
New Edinburgh	3,999 77
Ottawa East	2,059 47
Ottawa South	5,993 84
Stewarton	16,194 76
Otter Lake Station	256 05
Otterville	2,371 89
Owen Sound	*47,781 94
*Divided as follows:—	
Head Office	47,453 23
Brookholm	328 71
Oxdrift	576 63
Oxford Centre	149 89
Oxford Mills	622 98
Oxford Station	450 39
Paincourt	434 54
Paisley	4,538 15
Pakenham	2,009 85
Palermo	432 43
Palgrave	553 85
Palmer Rapids	272 10
Palmerston	6,702 80
Parham	857 93
Paris	18,467 70
Paris Station	1,352 05
Parkhill	6,675 24
Parry Harbour	319 80
Parry Sound	15,036 35
Pearson	155 90
Pefferlaw	841 09
Pelee Island	588 97
Pembroke	29,469 54
Pendleton	654 03
Penetanguishene	8,587 45
Perkinsfield	162 27
Perry Station	157 68
Perth	26,217 88
Perth Road	363 68
Petawawa	313 01
Petawawa Military Camp	860 32
Peterboro	101,245 50
Petersburg	481 40
Petrolia	14,272 11
Phelpston	810 43
Phillipsville	397 51
Pickering	2,465 41
Picton	16,410 57
Pinewood	610 06
Pine	403 52
Pinkerton	405 75
Plainville	244 12
Plantaganet	2,635 0.
Plantaganet Springs	252 46
Plattsville	2,055 12
Plevna	335 74
Point Anne	753 92
Point Edward	1,709 02
Pontypool	1,354 38
Porquis Junction	905 86
Port Arthur	*53,040 50
*Divided as follows:—	
Head Office	49,752 38
Sub-office No. 2	184 27
Sub-office No. 3	2,454 19
Sub-office No. 4	280 00
Sub-office No. 5	369 66
Port Burwell	2,840 27
Port Carling	3,150 29
Port Colborne	13,831 45
Port Credit	4,352 14
Port Dalhousie	2,870 19
Port Dover	7,862 20
Port Elgin	5,982 17
Port Elmsley	117 19
Port Hope	20,842 97
Port Lambton	1,207 25
Portland	1,512 82
Port McNicoll	2,428 93
Port Maitland	363 92
Port Nelson	938 33
Port Perry	5,842 00
Port Robinson	1,383 75
Port Rowan	3,620 05
Portsmouth	1,813 90
Port Stanley	3,063 87
Port Stanton	833 00
Port Sydney	1,055 75
Port Whitby	665 97
Powassan	5,408 11
Prescott	13,142 98
Preston	21,920 08
Priceville	1,115 40
Princeton	1,791 88
Proton Station	1,198 32
Providence Bay	602 02
Pulp Siding	727 45
Puslinch	858 95
Queensborough	688 57
Queenston	2,747 89
Queensville	757 91
Rainy River	4,331 44
Ramore	692 59
Ramsayville	266 73
Rathburn	184 51
Ravenna	734 13
Ravenshoe	221 10
Reaboro	315 09
Read	226 99

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts
Rednersville	308 05
Renfrew	25,058 95
Riceville	385 33
Richards Landing	1,482 01
Richmond	1,753 23
Richmond Hill	4,268 54
Richwood	335 99
Rideau Ferry	231 14
Ridgetown	8,784 07
Ridgeville	2,000 10
Ridgeway	4,172 91
Ripley	3,613 58
River Valley	286 44
Riverview	238 78
Roblin	514 00
Roche's Point	587 48
Rockingham	219 81
Rockland	3,367 46
Rocklyn	456 59
Rockport	417 69
Rocksprings	218 66
Rockton	264 35
Rockwood	2,782 34
Rodney	4,246 40
Rose Corner	100 32
Rosemont	295 32
Roseneath	983 10
Roslin	384 44
Rosseau	2,284 93
Rossmore	518 39
Rossport	458 87
Rothsay	341 07
Ruby	230 81
Ruel	230 91
Ruscom Station	536 65
Russell	3,284 30
Rutherglen	420 32
Ruthven	941 08
Rydal Bank	550 33
St. Agatha	493 08
St. Albert	285 10
St. Amour	387 53
St. Andrew's West	307 94
Ste. Anne de Prescott	617 75
St. Ann's	645 91
St. Catharines	85,720 21
St. Charles	642 95
St. Clements	645 06
St. Columban	328 01
St. David's	1,255 00
St. Eugene	1,746 96
St. George, Brant	2,705 86
St. Isidore de Prescott	1,159 66
St. Jacob's	1,488 24
St. Joachim River Ruscom	572 91
St. Mary's	18,226 91
St. Onge	896 62
St. Paschal Babylon	229 24
St. Paul's Station	468 83
St. Raphaël West	376 36
St. Thomas	61,196 20
St. Williams	1,764 91
Sand Point	305 41
Sandwich	6,508 57
Sanitarium	2,533 67
Sarnia	62,814 23
Sarsfield	257 45
Sault Ste. Marie	70,955 44
*Divided as follows:—	
Head Office	53,761 10
Sub-office No. 1	3,982 91
Sault Ste. Marie—*Concluded*	
Sub-office No. 2	3,012 77
Sub-office No. 3	1,751 00
Sault Ste. Marie West	5,439 06
Sault Ship Canal	884 70
Section West	2,123 90
Scarboro	783 58
Scarboro Junction	561 76
Schomberg	2,556 90
Schreiber	3,865 08
Schumacher	5,246 96
Scotland	1,925 56
Scudder	422 90
Seaforth	10,344 43
Seagrave	737 18
Searchmont	599 08
Sebright	352 27
Sebringville	1,048 33
Seely's Bay	1,148 74
Seguin Falls	372 07
Selby	494 33
Selkirk	2,505 91
Sellwood	922 81
Severn Bridge	1,049 14
Shakespeare	783 73
Shallow Lake	764 21
Shannonville	1,108 52
Shanty Bay	913 26
Sharbot Lake	1,785 80
Sharon	264 39
Sharp Corners	232 97
Shedden	1,058 85
Sheffield	379 50
Sheguindah	463 67
Shelburne	7,471 37
Sherkston	894 50
Sillsville	301 28
Silver Centre	488 59
Silverdale Station	274 06
Silver Water	433 80
Simcoe	21,110 64
Singhampton	586 52
Singleton	375 31
Sioux Lookout	4,320 55
Sleeman	366 39
Smithdale	96 68
Smithfield	432 48
Smith's Falls	26,395 20
Smithville	3,415 55
Smoky Falls	249 73
Smooth Rock Falls	1,629 91
Snelgrove	253 33
Sombra	1,594 53
Sonya	369 41
Southampton	4,943 85
South Cayuga	353 55
South Lancaster	1,053 56
South Indian	807 50
South March	290 47
South Monaghan	302 85
South Mountain	1,427 22
South Porcupine	7,312 64
South River	2,921 11
South Woodslee	1,613 09
Spanish	1,019 85
Spanish Mills	557 36
Sparrow Lake	427 00
Sparta	842 47
Spencerville	3,062 49
Spragge	929 91
Spring Bay	331 90

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Spring Brook	544 02
Springfield	2,020 18
Springford	467 70
Sprucedale	2,089 36
Staffa	335 37
Stamford	520 90
Stanley	315 72
Stanley's Corners	645 67
Staples	384 54
Stayner	4,875 79
Stella	920 63
Stevensville	1,668 53
Stirling	4,388 35
Stittsville	1,025 34
Stobie Mine	29 61
Stoco	262 03
Stokes Bay	129 83
Stonecliffe	235 17
Stony Creek	2,154 16
Stony Point	632 38
Stouffville	4,873 24
Straffordville	972 48
Stratford	59,281 07
Stratford Station	11,701 90
Strathroy	11,834 31
Stratton	1,035 32
Streetsville	2,979 91
Stroud	663 25
Sturgeon Falls	10,516 83
Sudbury	47,110 41
Sulphide	520 00
Summerstown	305 01
Summerstown Station	338 99
Sunbury	199 91
Sunderland	2,773 95
Sundridge	2,273 13
Sutton West	3,031 28
Swastika	1,689 98
Sydenham	2,131 37
Tamworth	2,299 46
Tara	3,051 64
Tavistock	4,309 44
Tecumseh	1,238 79
Teeswater	4,443 44
Tehkummah	303 45
Terra Cotta	473 25
Thamesford	2,269 94
Thamesville	4,928 02
Thedford	2,991 66
Thessalon	5,772 05
Thomasburg	416 68
Thornbury	3,187 31
Thorndale	2,239 53
Thornhill	1,228 34
Thornloe	1,006 78
Thornton	1,273 79
Thorold	16,346 75
Tichborne	489 53
Tilbury	5,607 20
Tillsonburg	14,360 72
Timagami	1,079 05
Timmins	21,088 05
Tin Cap	160 73
Tiverton	1,578 95
Tobermory	595 16
Toledo	648 00
Tomstown	264 82
Toronto	*5,223,978 58
*Divided as follows:—	
Head Office	2,601,274 01
Postal Terminal A	115,401 04
Toronto—*Continued*	
Station C	25,075 58
Station D	80,689 85
Station E	49,117 70
Station F	104,136 90
Station G	64,976 14
Station H	10,088 22
Station J	26,996 68
Station K	13,479 71
Station L	18,177 54
Sub-office No. 1	6,153 87
Sub-office No. 2	5,525 04
Sub-office No. 3	4,278 75
Sub-office No. 4	1,516 23
Sub-office No. 5	3,263 96
Sub-office No. 6	3,088 72
Sub-office No. 7	9,504 39
Sub-office No. 8	371 26
Sub-office No. 9	2,665 68
Sub-office No. 10	595 99
Sub-office No. 11	7,742 25
Sub-office No. 12	4,555 01
Sub-office No. 14	4,203 16
Sub-office No. 15	438 67
Sub-office No. 16	31,757 90
Sub-office No. 17	3,702 09
Sub-office No. 18	13,314 61
Sub-office No. 20	33,228 23
Sub-office No. 21	110,080 20
Sub-office No. 22	7,314 74
Sub-office No. 24	8,803 83
Sub-office No. 25	15,894 48
Sub-office No. 26	2,307 01
Sub-office No. 27	11,760 35
Sub-office No. 29	10,977 32
Sub-office No. 30	1,279 50
Sub-office No. 31	28,321 22
Sub-office No. 34	11,671 39
Sub-office No. 36	4,581 89
Sub-office No. 37	6,602 37
Sub-office No. 38	5,949 56
Sub-office No. 39	6,215 50
Sub-office No. 40	7,910 70
Sub-office No. 41	1,687 69
Sub-office No. 42	9,549 87
Sub-office No. 43	6,870 16
Sub-office No. 44	7,438 08
Sub-office No. 45	5,868 67
Sub-office No. 46	35,033 63
Sub-office No. 47	1,638 54
Sub-office No. 48	12,688 65
Sub-office No. 49	3,197 25
Sub-office No. 50	23,767 91
Sub-office No. 51	19,569 05
Sub-office No. 52	6,566 71
Sub-office No. 53	2,376 92
Sub-office No. 54	7,085 34
Sub-office No. 55	11,564 01
Sub-office No. 56	1,140 63
Sub-office No. 57	2,211 98
Sub-office No. 58	9,739 82
Sub-office No. 59	12,302 97
Sub-office No. 60	1,188 47
Sub-office No. 61	1,748 36
Sub-office No. 62	8,189 95
Sub-office No. 63	6,821 82
Sub-office No. 64	3,044 31
Sub-office No. 66	13,085 57
Sub-office No. 67	176 72
Sub-office No. 68	3,915 86
Sub-office No. 69	2,237 52

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Continued*

Name of Office	Revenue $ cts.
Toronto—*Concluded*	
Sub-office No. 70	4,786 26
Sub-office No. 71	1,131 63
Sub-office No. 72	800 00
Sub-office No. 79	4,588 76
Sub-office No. 102	8,685 41
Sub-office No. 103	14,808 91
Sub-office No. 104	3,880 00
Sub-office No. 106	3,417 72
Sub-office No. 107	1,504 00
Sub-office No. 108	3,144 63
Sub-office No. 110	1,376 11
Sub-office No. 111	5,978 69
Sub-office No. 116	179,294 00
Sub-office No. 116A	511,847 40
Sub-office No. 117	26,547 62
Sub-office No. 118	7,954 69
Sub-office No. 122	21,408 78
Sub-office No. 125	222,336 12
Sub-office No. 140	11,836 99
Sub-office No. 141	6,686 63
Sub-office No. 148	2,977 95
Sub-office No. 157	3,779 01
Sub-office No. 167	18,258 34
Sub-office No. X	616 08
Balmy Beach	6,430 70
Bathurst Street	17,221 94
Bedford Park	982 35
Bleecker Street	5,893 75
Bloor Street	13,559 51
Broadview Avenue	10,840 11
Brocton	8,358 81
Carlton Street	70,732 21
Clinton Street	12,880 62
Coleman	3,802 88
Davisville	3,434 49
Deer Park	11,097 27
Dundas Street	8,310 35
Earlscourt	1,636 13
Lee Avenue	11,409 53
Mount Dennis	22,191 56
North Toronto	9,451 50
Pape Avenue	4,638 18
Parkdale	13,062 08
Peter Street	121,073 31
Queen Street East	15,869 48
Rusholme Road	12,232 43
St. Joseph Street	10,143 00
Spadina Avenue	47,136 77
Swansea	1,525 72
Todmorden	1,414 56
Wychwood Park	5,307 91
Torrance	622 43
Tory Hill	491 01
Tottenham	3,265 75
Trenton	18,900 33
Trout Creek	1,403 36
Trout Mills	261 81
Trowbridge	135 45
Troy	221 78
Tupperville	1,052 47
Turbine	280 79
Turriff	208 33
Tweed	6,666 35
Tyrone	278 36
Udney	345 20
Uffington	308 97
Union	430 60
Unionville	1,720 78
Uno Park	330 41
Uphill	179 89
Uptergrove	309 90
Utopia	300 34
Utterson	1,046 23
Uxbridge	8,650 00
Val Gagné	437 59
Vandorf	118 78
Vanessa	644 65
Vankleek Hill	6,160 15
Varna	635 21
Varney	496 72
Vars	1,177 75
Vasey	241 93
Ventnor	279 95
Verner	2,231 45
Vernon	786 75
Vernonville	264 66
Verona	1,451 54
Victoria Harbour	2,656 80
Victoria Mines	185 28
Victoria Road	743 23
Vienna	788 63
Vineland	2,136 37
Vineland Station	1,588 59
Vinemount	421 49
Virginia	345 57
Vittoria	1,204 75
Wabigoon	451 60
Wahnapitae	174 90
Waldemar	419 94
Waldhof	313 34
Wales	1,660 52
Walford Station	544 86
Walkerton	11,628 64
Walkerville	52,215 47
Wallaceburg	12,910 50
Wallacetown	869 52
Wallenstein	703 82
Walsingham	526 75
Walter's Falls	609 62
Walton	1,065 17
Wanstead	703 37
Wardsville	1,252 92
Warkworth	2,169 47
Warren	1,786 68
Warsaw	757 69
Warwick	234 79
Washago	1,342 14
Washburn	100 50
Waterdown	2,017 11
Waterford	5,989 53
Waterloo	28,806 17
Watford	6,212 65
Watson's Corners	192 02
Waubaushene	2,082 91
Waverley	269 90
Wawbewawa	190 97
Webbwood	1,909 48
Welland	42,799 06
Welland Port	1,311 50
Wellesley	2,110 63
Wellington	3,475 10
Wemyss	238 28
Wendover	364 55
Westboro	3,422 64
West Brook	214 39
West Gravenhurst	297 34
West Hamilton	891 74
West Hill	839 32
West Huntingdon	220 69
West Lorne	3,794 73
Westmeath	1,239 95

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Ontario—*Concluded*

Name of Office	Revenue $ cts.
West Montrose	536 87
Weston	17,616 52
Westport	3,251 91
Westwood	266 18
Wheatley	4,135 08
Whitby	11,797 62
White Church	315 11
White Fish	460 42
White Lake	387 16
White River	1,485 26
Whitevale	429 49
Whitney	1,565 57
Wiarton	8,396 18
Widdifield Station	365 07
Wilberforce	697 91
Wilkesport	276 62
Williamsburg	1,691 56
Williamsford	404 79
Williamstown	1,860 47
Wilno	706 70
Wilsonville	433 74
Wilton	322 38
Wilton Grove	680 63
Winchester	6,880 37
Winchester Springs	417 56
Windermere	1,358 61
Windham Centre	467 28
Windsor	*193,049 90
*Divided as follows:—	
Head Office	183,267 66
Sub-office No. 1	2,883 23
Sub-office No. 2	6,899 01
Wingham	11,802 13
Winona	5,068 55
Woito	240 45
Wolfe	98 25
Wolfe Island	2,213 20
Woodbridge	2,145 14
Woodford	414 44
Woodham	557 45
Woodlawn	527 58
Woodrous	237 69
Woodstock	51,103 34
Woodville	2,778 96
Wooler	762 93
Worthington	803 74
Wroxeter	2,006 55
Wyebridge	353 10
Wyevale	442 29
Wyoming	2,835 13
Yarker	1,096 44
York	925 46
Young's Point	387 21
Zephyr	776 40
Zurich	2,279 78
Non-accounting Post Offices	182,108 69
	11,855,867 73
Less—Value of Postage Stamps affixed to Postal Notes	8,571 29
	11,847,296 44

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec

Name of Office	Revenue $ cts.	Name of Office	Revenue $ cts.
Abbotsford	1,156 09	Bonaventure	1,431 85
Abercorn	789 48	Bon Conseil	662 58
Abord à Plouffe	481 79	Bondville	327 12
Acton Vale	3,561 71	Boucherville	1,032 51
Adamsville	736 30	Bouchette	693 90
Adstock	417 85	Breakeyville	975 02
Albanel	762 86	Brebeuf	202 09
Amos	6,463 02	Brigham	736 63
Amqui	4,805 86	Bristol	726 74
Ancienne Lorette	395 37	Brome	872 70
Ange Gardien	365 48	Bromptonville	2,706 11
Ange Gardien de Rouville	783 98	Brosseau Station	99 14
Angers	400 44	Broughton Station	651 63
Anse au Griffon	293 77	Brownsburg	3,064 64
Armagh	1,267 06	Brunet	123 70
Armand	434 61	Bryson	502 87
Arthabaska	3,904 39	Buckingham	7,627 19
Arundel	1,288 81	Buckland	406 75
Asbestos	3,393 69	Bulwer	380 43
Ascot Corner	387 70	Bury	3,423 49
Aston Junction	492 55	Cabano	2,905 99
Athelstan	957 14	Cacouna	1,751 50
Aubrey	326 26	Calumet	1,403 00
Aurigny	124 60	Calumet Island	382 30
Authier	363 76	Campbell's Bay	2,826 62
Avignon	646 41	Cap à l'Aigle	564 09
Ayer's Cliff	3,157 72	Cape Chat	1,107 57
Aylmer East	3,699 03	Cap des Rosiers	396 45
Aylwin	171 23	Cape Cove	658 05
Bagotville	3,099 85	Capelton	288 15
Baie Ste-Claire	39 23	Caplin River	459 79
Baie St-Paul	3,187 66	Cap Magdeleine	4,261 48
Baillargeon	433 00	Cap St. Ignace	1,901 26
Barachois de Malbaie	967 06	Cap Santé	607 55
Barnston	446 26	Carillon	410 78
Barraute	877 11	Carleton	669 72
Batiscan	1,069 77	Carleton Centre	539 81
Bearn	312 01	Carrier	91 56
Beauce Junction	1,260 79	Cascades	375 68
Beauceville Est	6,107 92	Cascades Point	382 61
Beauceville Ouest	1,704 16	Caughnawaga	1,119 34
Beauharnois	4,458 36	Causapscal	1,387 32
Beauport	1,285 86	Causapscal Station	1,308 40
Beaupré	707 11	Cedars	1,536 35
Beaurivage	1,009 44	Chaleurs	477 83
Bécancour	762 12	Chambly	2,524 05
Bedford	3,807 12	Chambly Canton	2,581 85
Beebe	2,809 69	Chambord	839 82
Beech Grove	311 41	Champlain	1,227 64
Belisle's Mills	367 91	Chandler	4,842 17
Belleau	323 70	Chapeau	1,013 23
Bellerive	1,579 82	Charlemagne	374 19
Bellerive Station	282 91	Charlesbourg	1,100 00
Beloeil Station	1,028 21	Charny	2,087 54
Beloeil Village	1,608 70	Charteris	193 00
Bergerville	943 47	Châtierville	416 17
Berthier (en bas)	600 59	Châteauguay	1,218 72
Berthier (en haut)	5,261 08	Châteauguay Basin	1,036 52
Bic	2,093 96	Château Richer	562 31
Bienville	1,637 78	Chaudière Curve	431 20
Birchton	365 95	Chaudière Station	304 25
Bishop's Crossing	1,301 92	Chelsea	380 16
Black Cape	340 08	Chemin Taché	572 65
Black Lake	3,839 89	Chêneville	782 30
Blaisville	1,530 68	Chicoutimi	24,069 75
Blanche	129 37	Chicoutimi Ouest	3,693 01
Blondin	615 20	Chute Panet	359 04
Blue Sea Lake	386 66	Clarenceville	1,350 74
Boileau	129 39	Clarke City	451 60
Bolduc	889 65	Coaticook	11,336 12
Bolton Centre	749 77	Coffee	576 75

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
Coleraine Station	1,153 45
Como	652 66
Compton	1,680 78
Contrecoeur	1,284 86
Cookshire	6,310 45
Côteau du Lac	965 10
Côteau Landing	540 54
Côteau Station	1,322 39
Courcelles	649 44
Cowansville	5,742 88
Crabtree Mills	556 13
Daaquam	1,917 53
Dalesville	176 94
Dalhousie Station	1,885 44
Dalibaire	368 57
Danford Lake	392 61
Danville	6,590 49
Daveluyville	779 78
Davidson	919 39
Deslisle	968 80
Delson	532 36
Demers Centre	470 41
Deniau	341 31
Dequin	410 67
Deschaillons	2,421 98
Deschambault	1,013 01
Deschênes Mills	168 22
Dewittville	329 41
D'Israëli	2,963 39
Dixville	658 63
Dolbeau	357 48
Donnacona	2,604 49
Dorval	1,259 59
Dosquet	447 42
Doucet	321 42
Douglastown	715 78
Drummondville East	9,111 99
Duclos	137 69
Dundee	1,024 26
Dunham	1,971 45
Dupuy	855 55
East Angus	7,532 93
East Broughton	623 40
East Broughton Station	1,861 77
East Clifton	212 41
East Farnham	527 95
East Hereford	428 59
Eastman	1,183 91
East Templeton	318 97
Ellis Bay	244 12
Escuminac	319 61
Esquimaux Point	368 90
Estcourt	652 26
Etang du Nord	319 08
Fabre	632 87
Farm Point	258 68
Farnham	9,205 45
Farrellton	456 42
Fassett	1,352 32
Father Point	442 85
Ferme Neuve	1,074 65
Fitch Bay	528 95
Fontainebleau	242 31
Fort Coulonge	2,953 37
Foster	1,447 77
Fox River	834 94
Frampton	932 51
Franklin Centre	889 83
Frelighsburg	1,834 43
Fulford	309 38
Gamelin	869 55
Gardenvale	3,424 02
Garneau	828 48
Garthby Station	1,367 62
Gascons	665 02
Gaspé	3,184 84
Gaspé Harbour	890 47
Gentilly	1,588 96
Georgeville	757 63
Glenada	438 71
Glen Elm	1,198 89
Glen Iver	153 10
Glen Sutton	390 87
Gould	685 07
Gracefield	1,843 68
Granby	15,624 65
Grand Cascapedia	935 30
Grand Baie	1,316 74
Grande Grève	311 70
Grande Ligne	979 85
Grand Entry	178 01
Grandes Bergeronnes	589 63
Grandes Piles	633 40
Grand Mère	6,073 18
Grand Mère Village	7,733 05
Grand Métis	144 70
Grand River	1,072 78
Graniteville	209 86
Greenlay	300 30
Grenville	2,231 66
Grindstone Island	718 03
Grondines	690 73
Grosse Isle	233 57
Guay	1,919 42
Guenette	323 47
Guigues	1,193 64
Ham Nord	516 47
Ham Sud	380 37
Harrington East	159 15
Hatley	726 73
Havre Aubert	457 46
Hébertville	1,097 78
Hébertville Station	3,237 87
Hemmingford	2,949 99
Henryville	762 60
Hervey Junction	315 25
High Falls	157 91
Highwater	553 90
Hillhurst	183 61
Honfleur	343 25
House Harbour	204 62
Howick	1,949 98
Howick Station	814 14
Huberdeau	842 10
Hudson	988 75
Hudson Heights	1,419 13
Hull	28,952 40
Huntingdon	7,604 77
Iberville	3,782 95
Ile aux Grues	547 10
Ile aux Noix	276 05
Ile Verte	1,920 77
Indian Lorette	3,616 09
Inverness	1,591 04
Ironside	422 88
Island Brook	275 56
Ile Perrot Nord	277 59
Johnville	540 71
Joliette	19,958 07
Jonquière	6,449 57
Kamouraska	1,209 41
Katevale	327 86

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
Kazubazua	592 93
Kenogami	4,730 64
Kiamika	243 69
Kildare	736 39
Kingsbury	786 31
Kingsey Falls	841 42
Kinnear's Mills	274 84
Kippewa	1,647 75
Knowlton	5,836 48
La Baie	1,662 18
La Baie Shawinigan	491 81
Labelle	1,444 96
L'Acadie	400 92
Lac à la Croix	359 68
Lac à la Tortue	336 56
Lac au Saumon	1,935 52
Lac aux Sables	427 34
Lax aux Sables Station	368 20
Lac Bouchette	569 93
Lac des Ecorces	490 76
Lac des Iles	373 03
Lac Etchemin	1,064 67
Lac Frontière	2,072 54
Lachevrotière	342 58
Lachute	7,654 75
Lachute Mills	2,111 88
Lac Masson	1,273 08
Lac Mercier	665 09
Lacolle	2,414 36
La Conception	277 43
Lac Ste. Marie	336 96
Lac Saguay	942 64
Ladysmith	320 86
Lake Edward	1,155 54
Lake Megantic	7,563 31
La Macaza	519 44
La Malbaie	5,686 02
Lamartine	595 79
Lambton	1,635 41
Landrienne	487 06
Langevin	1,257 06
L'Annonciation	2,282 00
Lanoraie	710 45
L'Anse au Beaufils	289 92
L'Anse St. Jean	458 67
La Patrie	1,561 23
Laprairie	3,338 80
La Présentation	957 22
La Reine	1,797 12
La Sarre	2,356 99
L'Ascension	700 02
L'Assomption	2,864 87
Laterrière	475 80
La Trappe	1,277 19
Latulipe	156 90
La Tuque	12,137 89
Laurentides	1,783 88
Laurier	373 48
Laurierville	1,019 55
Lauzon	2,447 85
Lauzon Ouest	529 31
Lavaltrie	460 51
L'Avenir	621 65
Laverlochère	353 28
La Visitation	203 76
Lawrenceville	616 25
Leeds Village	783 65
Lemieux	512 40
Lennoxville	7,942 40
L'Epiphanie	2,585 07
Le Pont de Quebec	782 36
Lesage	401 56
Les Eboulements	697 78
Les Ecureuils	338 47
Les Escoumains	796 03
Les Etroits	382 70
Levis	7,201 34
Lime Ridge	182 92
Linière	1,146 22
L'Islet	2,264 54
Little Cascapedia	490 05
Little Métis Beach	1,581 90
Little River East	406 10
Loretteville	334 08
Lorne	272 50
Lorrainville	1,042 17
Lotbinière	1,055 45
Louiseville	3,913 08
Lourdes	333 62
Low	702 01
Luceville	981 12
Luskville	503 06
Lyster Station	2,437 08
McKee	175 85
McMasterville	433 78
Macdonald College	4,012 15
Maddington Falls	468 06
Magog	10,490 49
Makamik	2,702 19
Mandeville	334 85
Maniwaki	2,325 80
Manouan	264 70
Manseau	1,239 98
Mansonville	2,082 47
Marbleton	1,003 30
Maria	842 77
Marieville	3,129 65
Martinville	375 18
Maryland	276 02
Mascouche	1,104 77
Masham Mills	371 77
Massawippi	442 13
Masson	1,576 00
Mastaï	— —
Matane	5,926 86
Matapedia	1,684 62
Melbourne	1,007 59
Messines	666 09
Metabetchouan	2,651 71
Milan	604 23
Mille Isles	131 61
Minerve	309 30
Mistassini	805 48
Montauban	856 69
Montauban-les-Mines	230 89
Mont Carmel	535 17
Montcerf	574 80
Monte Bello	2,074 54
Montfort	858 16
Mont Joli	7,540 48
Mont Laurier	5,072 46
Montmagny	10,301 93
Montmagny Station	4,833 22
Montmorency Village	1,772 53
Montpellier	211 73
Montreal	*3,278,466 77
*Divided as follows:—	
Head Office	2,230,024 70
Station A	83,249 83

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
Montreal—*Continued*	
Station B	4,365 44
Station C	65,616 93
Station D	10,850 02
Station E	32,673 88
Station F	23,156 76
Station H	1,910 14
Station M	13,845 84
Station N	41,259 78
Station O	4,157 15
Station R	16,149 66
Station S	4,910 18
Sub-office No. 15	3,698 99
Sub-office No. 16	7,672 10
Sub-office No. 17	5,973 00
Sub-office No. 18	7,047 60
Sub-office No. 19	29,699 04
Sub-office No. 20	8,692 29
Sub-office No. 21	7,097 39
Sub-office No. 22	2,140 97
Sub-office No. 23	10,325 77
Sub-office No. 26	4,353 69
Sub-office No. 27	15,683 54
Sub-office No. 31	2,479 64
Sub-office No. 33	4,772 43
Sub-office No. 35	8,365 12
Sub-office No. 37	10,340 00
Sub-office No. 38	8,815 32
Sub-office No. 39	31,571 73
Sub-office No. 41	3,632 80
Sub-office No. 42	4,804 27
Sub-office No. 43	3,295 83
Sub-office No. 44	3,626 83
Sub-office No. 46	7,737 51
Sub-office No. 47	9,957 00
Sub-office No. 48	5,497 47
Sub-office No. 49	846 13
Sub-office No. 50	761 00
Sub-office No. 51	9,564 27
Sub-office No. 56	348 89
Sub-office No. 58	11,067 91
Sub-office No. 66	7,060 45
Sub-office No. 68	3,168 00
Sub-office No. 69	637 83
Sub-office No. 72	9,416 34
Sub-office No. 73	5,111 10
Sub-office No. 75	4,018 96
Sub-office No. 77	20,434 64
Sub-office No. 85	1,982 03
Sub-office No. 86	1,090 27
Sub-office No. 93	8,308 03
Sub-office No. 94	264 01
Sub-office No. 95	22,333 18
Sub-office No. 98	15,305 00
Sub-office No. 99	197 00
Sub-office No. 101	2,136 93
Sub-office No. 102	733 54
Sub-office No. 103	8,054 62
Sub-office No. 104	5,939 88
Sub-office No. 105	11,333 20
Sub-office No. 106	6,982 31
Sub-office No. 107	2,160 27
Sub-office No. 108	2,620 66
Sub-office No. 109	996 86
Sub-office No. 110	259 53
Sub-office No. 111	9,940 22
Sub-office No. 112	647 53
Ahuntsic	873 03
Beaudoin St	3,533 75
Bordeaux	974 46
Cartierville	1,242 99

Name of Office	Revenue $ cts.
Montreal—*Concluded*	
Côte des Neiges Ouest	215 73
Côte St. Louis	2,622 04
Côte St. Michel	259 40
Côte Visitation	860 00
Delorimier Postal Station	21,417 69
Dominion	1,260 51
Greenfield Park	413 91
Hochelaga	9,040 86
Lachine	12,755 19
Lachine Locks	7,990 13
Leduc	4,004 00
Long Point	1,201 53
Longueuil	3,867 50
Montreal South	556 66
Montreal West	5,089 31
Mount Royal	150 00
Notre-Dame de Grâce	12,495 94
Notre-Dame des Victoires	669 98
Ontario St. Centre	6,856 82
Ontario St. East	6,636 36
Outremont Postal Station	9,035 91
Park Avenue	14,734 07
Park Avenue Extension	2,186 78
St. Catherine St. West	9,761 43
Ste. Cunégonde	8,959 32
St. Denis Street	15,611 78
St. Henri de Montreal	28,566 21
St. Jean Baptiste de Montreal	13,497 28
St. Jean de la Croix	4,784 13
St. Lambert (Chambly)	23,794 28
St. Lawrence St. Centre	13,243 99
St. Louis Square	6,383 43
St. Paul	6,123 81
Sault au Recollet	14,208 62
Tétreaultville	1,064 85
Verdun	13,408 66
Victoria Avenue	16,992 72
Villeneuve	5,280 23
Villeray	2,372 72
Ville St. Pierre	11,991 80
Westmount	31,917 43
Youville	6,388 30
Montreal Nord	1,020 72
Mont Rolland	892 46
Monument	342 69
Morin Heights	1,067 54
Mount Johnson	498 22
Mousseauville	163 96
Namur	429 35
Napierville	1,428 02
Neubois	435 44
Neuville	855 33
New Carlisle	4,696 64
New Glasgow	975 02
New Liverpool	199 50
Newport Centre	360 49
Newport Point	294 33
New Richmond	1,653 34
New Richmond Station	1,308 12
Nicolet	5,693 00
Nominingue	1,858 79
Normandin	1,699 25
North Coaticook	960 68
North Hatley	3,771 34
North Nation Mills	381 29
North Stanbridge	406 53
North Stukely	433 60
North Timiskaming	1,369 02
North Wakefield	522 61
Notre-Dame de Ham	417 00

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
Notre-Dame de la Paix	373 78
Notre-Dame de la Salette	549 79
Notre Dame de Lévis	7,754 27
Notre-Dame de Pierreville	454 92
Notre-Dame de Rimouski	359 97
Notre-Dame des Bois	635 61
Notre-Dame de Stanbridge	401 57
Notre-Dae du Lac	1,523 99
Notre-Dame du Lac Station	384 32
Notre-Dame du Laus	454 77
Notre-Dame du Portage	585 53
Notre-Dame du Rosaire	649 81
Noyan	472 57
Oka	976 19
Ormstown	4,337 79
Ormstown Station	835 47
Otter Lake	657 92
Padoue	593 26
Panet	421 08
Papineauville	2,514 13
Paquette	530 33
Parent	1,469 56
Parisville	485 37
Parkhurst	360 81
Paspébiac	2,453 33
Paspébiac West	427 30
Peninsula Gaspé	372 61
Pentecost River	221 97
Percé	1,195 43
Peribonca	698 06
Perkins	451 14
Petite Matane	141 19
Phillipsburg, East	1,165 87
Pierreville	3,423 25
Pintendre	190 08
Piopolis	270 17
Plaisance	545 84
Plessisville	5,129 14
Plessisville Station	2,374 53
Pointe au Chêne	435 48
Pointe au Pic	3,750 25
Pointe aux Trembles (Laval)	3,428 08
Pointe Basse	115 06
Pointe Claire	3,680 35
Pointe du Lac	430 48
Pointe Gatineau	968 94
Pointe Fortune	1,065 78
Point St. Peter	175 72
Poltimore	408 51
Pontbriand	609 15
Pont de Maskinongé	1,501 04
Pont Etchemin	1,590 29
Pont Rouge	2,383 10
Pont St. Maurice	1,671 17
Portage du Fort	899 24
Port Alfred	1,703 68
Port Daniel Centre	687 09
Port Daniel East	903 40
Portneuf	1,646 79
Portneuf Station	968 30
Price	1,722 53
Princeville	2,370 20
Privat	962 57
Proulxville	615 66
Quai de Rimouski	424 69
Quai des Eboulements	604 24
Quebec	*465,552 74
*Divided as follows:—	
Head Office	199,707 35
Station B	93,927 11
Sub-office No. 1	6,658 25
Sub-office No. 2	7,656 29
Candiac	10,167 50
Faubourg St. Jean Baptiste	23,699 06
Lairet	3,358 19
Palais	12,692 70
Rue St. Joseph	20,466 26
St. Roch de Quebec	64,904 58
St. Sauveur de Quebec	13,635 61
Sans Bruit	8,327 32
Stadacona	352 61
Quyon	2,042 36
Racine	440 90
Rapide de l'Orignal	562 52
Rapides des Joachims	287 87
Rawdon	2,286 91
Repentigny	1,181 38
Restigouche	1,033 82
Richardville	290 46
Richmond	10,625 71
Rigaud	3,754 61
Rimouski	12,693 99
Ripon	553 66
River Beaudette	663 78
River Désert	1,682 65
Riverfield	241 74
River Joseph	284 94
Rivière a Pierre	964 16
Rivière Bleue	1,580 39
Rivière Bois-Clair	897 33
Rivière du Loup Centre	2,915 92
Rivière du Loup (en bas)	6,705 51
Rivière du Loup Station	8,087 45
Rivière du Moulin	589 26
Rivière Ouelle	491 44
Rivière Raquette	361 30
Rivière Trois-Pistoles	637 40
Rivington	261 51
Robertsonville	1,248 59
Roberval	8,932 84
Robitaille	396 44
Rock Forest	337 88
Rock Island	8,570 53
Rougemont Station	386 10
Roxton Falls	2,134 64
Roxton Pond	1,081 86
Rupert	284 15
St. Adalbert	225 13
Ste. Adélaide de Pabos	452 38
Ste. Adèle	1,336 63
St. Adelphe de Champlain	943 44
St. Adolphe de Dudswell	463 61
St. Adolphe de Howard	443 24
St. Adrien	866 84
St. Agapit	599 61
Ste. Agathe de Lotbinière	1,037 37
Ste. Agathe des Monts	10,102 49
Ste. Agnes de Dundee	426 29
St. Aimé	1,301 55
St. Alban	919 49
St. Albert	238 46
St. Alexandre d'Iberville	827 94
St. Alexandre de Kamouraska	1,373 62
St. Alexis de Montcalm	1,097 45
St. Alexis des Monts	645 50
St. Alphonse	279 06
St. Alphonse de Caplan	327 79
St. Amédée de Péribonca	312 37
St. Anaclet	689 97
St. Anastasie	697 80
St. André Avelin	1,378 40

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
St. André de Kamouraska	1,432 37
St. André de Restigouche	234 14
St. Andrews East	1,483 55
Ste. Angèle de Laval	748 29
Ste. Angèle de Monnoir	479 24
Ste. Angèle de Rimouski	718 14
St. Anicet	858 43
Ste. Anne de Beaupré	4,796 67
Ste. Anne de Bellevue	3,967 79
Ste. Anne de Chicoutimi	1,136 57
Ste. Anne de la Pérade	2,457 47
Ste. Anne de la Pocatière	4,728 39
Ste. Anne des Monts	1,477 48
Ste. Annes des Plaines	609 71
Ste. Anne du Lac	393 05
St. Anselme	1,540 72
St. Anselme Station	905 83
St. Antoine, Lotbinière	530 06
St. Antoine, River Richelieu	1,151 74
St. Apollinaire	830 25
Ste. Apolline de Patton	310 17
St. Armand Station	992 36
St. Arsène	479 69
St. Aubert	719 73
St. Augustin de Quebec	642 02
St. Augustin, Two Mountains	557 22
Ste. Aurelie	284 76
St. Barnabé Nord	1,104 82
St. Barnabé Sud	353 31
St. Barthélemi	1,945 42
St. Bazile de Portneuf	3,139 01
St. Bazile le Grand	418 13
Ste. Béatrix	288 17
St. Benjamin	339 92
St. Benoit	782 24
St. Benoit Labre	588 34
St. Bernard de Dorchester	608 99
St. Blaise	263 39
Ste. Blandine	333 77
St. Bonaventure	527 32
St. Boniface de Shawinigan	1,012 80
Ste. Brigide d'Iberville	404 01
Ste. Brigitte des Saults	522 42
St. Bruno	401 87
St. Bruno Lac St. Jean	573 40
St. Calixte de Kilkenny	325 51
St. Camille	981 29
St. Camille de Bellechasse	1,804 22
St. Canute	299 99
St. Casimir	3,209 23
Ste. Catherine	626 11
St. Catherine's Bay	140 52
Ste. Cécile de Levrard	369 14
Ste. Cécile de Masham	407 85
Ste. Cécile de Milton	299 98
Ste. Cécile de Whitton	422 39
Ste. Cécile Station	125 29
St. Célestin	843 11
St. Césaire	2,486 50
St. Charles de Bellechasse	1,639 98
St. Charles de Caplan	786 12
St. Charles, River Richelieu	525 35
Ste. Christine	334 81
St. Chrysostôme	2,283 88
Ste. Claire	1,719 07
St. Claude	192 93
St. Clement	441 61
St. Clet	1,135 66
Ste. Clothilde	1,351 50
St. Côme	231 27
St. Constant	849 20
Ste. Croix	1,545 31
St. Cuthbert	1,237 99
St. Cyprien	318 91
St. Cyrille de l'Islet	866 62
St. Cyrille de Wendover	1,476 04
St. Damase	516 13
St. Damase de Matane	367 94
St. Damase des Aulnaies	200 67
St. Damien de Brandon	401 86
St. Damien de Buckland	863 65
St. David de Levis	599 38
St. David de Yamaska	569 77
St. Denis de la Bouteillerie	609 90
St. Denis River Richelieu	1,593 93
Ste Désiré du Lac Noir	570 18
St. Didace	323 06
St. Dominique de Bagot	569 67
St. Donat	684 15
St. Donat de Montcalm	474 42
St. Edouard de Napierville	349 39
St. Edwidge	500 15
St. Eleuthère	854 58
St. Elie	392 21
Ste. Elizabeth	1,081 84
St. Eloi	595 05
St. Elzéar de Beauce	458 98
St. Elzéar de Laval	494 17
Ste. Emélie de L'Energie	744 20
Ste. Emélie de Lotbinière	865 95
St. Emile de Suffolk	344 94
St. Ephrem de Tring	1,699 43
St. Esprit	829 53
St. Etienne de Beauharnois	274 59
St. Etienne de Bolton	231 69
St. Etienne des Grès	343 02
St. Eugène de Grantham	709 34
St. Eugène de Guigues	272 65
Ste. Eulalie	870 86
St. Eusèbe	256 42
St. Eustache	3,014 56
St. Evariste de Forsyth	467 71
St. Evariste Station	3,196 83
St. Fabien	1,521 50
Ste. Famille	324 10
St. Faustin	260 58
St. Faustin Station	1,065 25
St. Félicien	4,284 55
Ste. Félicité	592 65
St. Félix de Kingsey	858 72
St. Félix de Valois	1,740 94
St. Ferdinand	1,674 45
St. Flavien	1,075 97
Ste. Flore	538 32
Ste. Florence	733 09
St. Fortunat	309 31
St. Foy	916 11
St. François de Sales Station	225 48
St. François du Lac	1,262 35
St. François Montmagny	811 18
St. François Xavier de Brompton	927 21
St. Frédéric	485 80
St. Gabriel de Brandon	3,053 36
St. Gabriel de Rimouski	656 60
St. Gédéon	649 22
St. Gédéon de Beauce	508 39
St. Gédéon Station	344 29
Ste. Geneviève de Batiscan	2,193 51
Ste. Geneviève de Pierrefonds	1,293 44
St. George Beauce	1,513 80
St. George de Windsor	669 73
St. George Est	6,677 78

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
St. Gérard	802 50
St. Gérard d'Yamaska	166 33
St. Germain de Grantham	1,264 52
St. Germain de Kamouraska	305 14
Ste. Germain Station	456 81
Ste. Gertrude	610 97
St. Gervais	1,223 51
St. Giles	386 56
St. Godfroy	547 59
St. Grégoire	1,202 09
St. Guillaume d'Upton	1,954 44
St. Guillaume Station	414 06
Ste. Hélène de Bagot	561 95
Ste. Hélène de Kamouraska	845 73
Ste. Hénédine	1,471 63
St. Henri de Lévis	1,227 42
St. Hermas	1,237 57
St. Herménégilde	332 17
St. Hilaire Station	898 93
St. Hilaire Village	669 60
St. Hilarion	192 57
St. Hippolyte de Kilkenny	351 54
St. Honoré	810 26
St. Hubert	602 43
St. Hugues	1,183 51
St. Hyacinthe	32,672 66
St. Ignace du Lac	341 87
Ste. Irénée	507 61
St. Isidore d'Auckland	479 58
St. Isidore Dorchester	833 40
St. Isidore Laprairie	548 85
St. Jacques	2,757 79
St. Jacques le Mineur	268 25
St. Janvier	494 37
St. Jean	20,360 65
St. Jean-Baptiste de Rouville	694 41
St. Jean Chrysostôme	1,757 47
St. Jean de Dieu	700 15
St. Jean de Matha	767 87
St. Jean des Piles	594 85
St. Jean d'Orléans	371 26
St. Jean L'Evangéliste	598 20
St. Jean Port-Joli	1,546 92
St. Jerôme	9,239 72
St. Joachim de Montmorency	460 72
St. Joachim de Shefford	319 27
St. Joseph d'Alma	1,267 14
St. Joseph de Beauce	5,535 89
St. Joseph de Lévis	546 00
St. Joseph de Sorel	559 73
St. Joseph du Lac	267 32
St. Jovite	2,603 68
St. Jovite Station	1,082 66
St. Jude	657 89
Ste. Julie de Verchères	539 96
Ste. Julienne	662 66
Ste. Julie Station	284 58
St. Juste de Bretonnière	668 09
St. Justin	667 92
Ste. Justine de Newton	1,431 10
Ste. Justine Station	275 68
St. Lambert de Lévis	495 19
St. Laurent d'Orléans	425 78
St. Lazare Village	500 13
St. Léon	804 56
St. Léonard d'Aston	1,360 36
St. Léonard de Portneuf	276 60
St. Léon le Grand	779 16
St. Liboire	1,110 79
St. Liguori	359 10
St. Louis de Courville	518 23
St. Louis de Gonzague	928 36
St. Louis du Ha Ha	669 81
Ste. Louise	594 47
Ste. Luce	196 36
Ste. Lucie de Beauregard	235 26
Ste. Lucie de Doncaster	250 39
St. Lucien	309 50
St. Ludger	948 15
Ste. Madeleine	2,319 38
St. Magloire	635 02
St. Malachie	857 19
St. Malo	628 53
St. Marc	402 53
St. Marc des Carrières	1,224 86
St. Marcel de l'Islet	359 97
St. Marcel de Richelieu	322 58
Ste. Marguerite de Dorchester	630 88
Ste. Marie Beauce	5,403 80
Ste. Marie Salomée	332 10
Ste. Marthe	496 79
St. Martin	418 45
Ste. Martine	913 51
St. Mathieu de Laprairie	279 41
St. Mathieu (Rimouski)	402 01
St. Maurice	846 37
Ste. Mélanie	263 92
St. Michel de Bellechasse	859 40
St. Michel de Napierville	345 03
St. Michel de Rougemont	662 00
St. Michel des Saints	1,320 46
St. Moïse Station	1,282 05
Ste Monique de Nicolet	652 04
Ste. Monique des Deux Montagnes	429 51
St. Narcisse	959 54
St. Nazaire	492 21
St. Nicholas	383 86
St. Nicholas Station	365 19
St. Norbert Berthier	402 07
St. Norbert d'Arthabasca	356 16
St. Octave	875 49
St. Odilon	421 53
St. Omer	389 58
St. Ours	1,334 81
St. Pacôme	1,660 08
St. Pamphile	1,622 52
St. Pascal	3,866 18
St. Paul de Chister	505 40
St. Paul de Buton	677 63
St. Paulin	1,011 98
St. Paul l'Ermite	399 77
Ste. Perpétue	492 31
St. Philémon	544 93
St. Philippe d'Argenteuil	565 41
St. Philippe de Laprairie	701 71
St. Philippe de Néri	829 75
Ste. Philomène	355 70
Ste. Philomène de Fortierville	959 23
St. Pie	2,454 37
St. Pierre Baptiste	353 99
St. Pierre les Becquets	667 87
St. Pierre Montmagny	617 78
St. Placide	518 48
St. Polycarpe	1,404 12
St. Prime	886 66
St. Prosper	812 53
St. Prosper de Dorchester	1,082 15
St. Raphaël Bellechasse	1,102 80
St. Raymond	3,509 34
St. Rémi	3,779 67
St. Rémi d'Amherst	527 72

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Continued*

Name of Office	Revenue $ cts.
St. Rémi de Tingwick	469 61
St. Robert	320 25
St. Roch de Richelieu	695 94
St. Roch des Aulnaies	542 45
St. Roch l'Achigan	781 09
St. Romain	235 58
St. Romuald d'Etchemin	2,272 95
St. Rosaire	612 50
Ste. Rosalie	720 87
Ste. Rose	1,604 65
Ste. Rose de Lima	387 36
Ste. Rose du Dégelé	1,155 07
Ste. Sabine	161 00
Ste. Sabine de Bellechasse	280 08
Ste. Sabine Station	280 10
St. Samuel de Gayhurst	501 87
St. Sauveur des Montagnes	525 43
Ste. Scholastique	2,833 68
St. Sébastien	721 72
St. Sébastien de Beauce	757 86
St. Siméon	545 65
St. Simon de Bonaventure	457 02
St. Simon de Rimouski	548 41
St. Simon d'Yamaska	551 48
St. Sixte	182 95
Ste. Sophie de Lacorne	373 00
Ste. Sophie de Lévrard	870 64
Ste. Sophie de Mégantic	571 15
St. Stanislas de Champlain	1,387 15
St. Stanislas de Kostka	371 62
St. Sylvère	437 88
St. Sylvestre	1,175 51
St. Télesphore	487 09
Ste. Thècle	1,492 56
Ste. Thècle Station	883 98
St. Théodore	316 75
St. Théodore d'Acton	426 61
St. Théophile	349 72
Ste. Thérèse de Blainville	5,954 82
St. Thomas de Joliette	441 46
St. Timothée	467 31
Ste. Tite	3,731 93
Ste. Tite des Caps	451 03
St. Ubalde	818 71
St. Ulric	1,101 21
St. Urbain de Charlevoix	470 12
St. Urbain de Châteauguay	551 24
Ste. Ursule	876 65
St. Valentin	410 92
St. Valérien	439 56
St. Vallier	667 44
St. Vallier Station	311 75
Ste. Véronique	340 54
Ste. Victoire	486 31
St. Victor de Tring	1,249 56
St. Vincent de Paul	1,958 72
St. Wenceslas	616 68
St. Zachrie	1,408 66
St. Zénon	387 55
St. Zépherin	681 09
St. Zotique	248 36
Sabrevois	280 09
Sandy Bay	825 20
Sault au Mouton	344 75
Sawyerville	2,374 48
Sayabee	979 42
Sayabec Station	2,880 66
Scotstown	2,777 28
Scott Junction	1,188 12
Senneterre	1,058 14
Seven Islands	432 01
Shawbridge	1,111 88
Shawinigan Falls	*20,468 80
*Divided as follows:—	
Head Office	18,663 36
Sub-office No. 1	1,805 44
Shawville	4,269 23
Sheenborough	513 09
Sherbrooke	*103,592 26
*Divided as follows:—	
Head Office	66,719 87
Sub-office No. 3	1,909 71
Sub-office No. 4	19,922 15
East Sherbrooke	239 18
South Sherbrooke	14,801 35
Sherrington	562 60
Shigawake	356 34
Sillery	491 02
Sixteen Island Lake	776 79
Sorel	10,327 00
South Bolton	316 85
South Durham	2,237 19
South Quebec	355 87
South Roxton	823 65
South Stukely	776 17
Spring Hill	385 43
Stanbridge East	1,335 08
Stanbridge Station	329 46
Standon	514 14
Stanstead	3,341 72
Stoke Centre	503 03
Stornoway	365 11
Stratford Centre	370 78
Sully	615 40
Sutton	5,502 37
Sutton Junction	746 67
Sweetsburg	1,493 12
Tadoussac	1,397 40
Taillon	501 29
Taschereau	1,171 45
Terrebonne	4,920 62
Terre Haute	162 21
Thetford Mines	12,651 59
Thetford Mines West	1,478 46
Thetford Sud	383 43
Thurso	1,810 24
Tikuape	575 85
Timiskaming Station	4,450 20
Tingwick	714 13
Tomifobia	474 18
Tourville	847 21
Trenholme	317 74
Tring Junction	678 03
Trois Pistoles	3,745 80
Trois Rivières	*53,757 46
*Divided as follows:—	
Head Office	43,593 50
Sub-office No. 1	6,184 70
Sub-office No. 2	3,979 26
Ulverton	272 45
Upper Bedford	896 66
Upton	1,422 93
Val Barrette	904 35
Val Brillant	2,585 89
Valcourt	1,674 60
Val des Bois	399 10
Val Jalbert	859 07
Valleyfield	12,602 90
Val Morin	511 76
Val Quesnel	420 26
Val Racine	235 43

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Quebec—*Concluded*

Name of Office	Revenue $ cts.
Val Tétreau	238 31
Varennes	1,433 53
Vaudreuil	1,275 16
Vaudreuil Station	1,486 51
Venosta	389 55
Verchères	1,363 05
Victoriaville	14,536 14
Viger	751 78
Village Blier	424 71
Village des Aulnaies	447 51
Village Richelieu	808 32
Ville La Salle	783 53
Ville Marie	2,396 35
Villemontel	632 62
Wakefield	1,477 15
Waltham Station	520 00
Warden	1,203 82
Warwick	3,005 55
Waterloo	6,770 53
Waterville	2,229 77
Way's Mills	341 70
Weedon	1,563 80
Weir	639 40
West Brome	667 10
West Broughton	447 83
West Shefford	1,359 13
Wickham West	1,347 99
Windsor	3,623 60
Windsor East	1,372 84
Woburn	375 76
Wolfestown	326 96
Wotton	1,763 69
Wright	478 26
Wyman	483 07
Yamachiche	1,602 64
Yamaska	531 74
Yamaska Est	397 00
Non-accounting Post Offices	131,258 29
	5,534,514 24
LESS—Value of Postage Stamps affixed to Postal Notes	4,000 84
	5,530,513 40

Province of Nova Scotia

Advocate Harbour	724 45
Amherst	*41,549 56
*Divided as follows:—	
Head Office	40,503 69
Sub-office No. 1	674 10
Sub-office No. 2	371 77
Annapolis Royal	7,427 53
Antigonish	13,373 27
Arcadia	448 53
Arichat	1,741 89
Athol	324 43
Auburn	674 99
Avonport Station	510 14
Aylesford	3,339 86
Baddeck	2,899 00
Bailey's Brook	249 42
Barrington	1,872 80
Barrington Passage	1,300 99
Barss' Corner	976 30
Barton	394 13
Bass River	1,296 14
Bayside	147 47
Bear River	4,107 61
Bedford	2,090 92
Belleveau Cove	627 39
Belmont	731 99
Berwick	5,522 21
Bible Hill	1,100 39
Big Bras d'Or	266 78
Big Tracadie	397 96
Bill Town	281 75
Birch Grove	658 67
Blandford	293 53
Block House	348 47
Boylston	712 54
Bridgeport	472 33
Bridgetown	7,775 75
Bridgeville	243 12
Bridgewater	14,519 77
Brighton	284 82
Brookfield (Colchester)	1,057 78
Brookfield (Queens)	449 90
Brooklyn (Queens)	503 24
Caledonia (Queens)	1,887 98
Caledonia Mines	1,107 81
Cambridge Station	575 90
Canning	4,224 93
Canso	4,043 08
Cape North	339 46
Cape St. Mary	136 86
Carleton	545 76
Centre Burlington	404 89
Centreville	674 04
Chester	3,987 14
Chester Basin	1,006 82
Cheverie	448 17
Chignecto	252 02
Christmas Island	433 43
Church Point	1,347 74
Clark's Harbour	2,034 00
Clementsport	1,195 49
Clementsvale	446 27
Cleveland	381 49
Clyde River	532 36
Cold Brook Station	322 41
Collingwood Corner	477 37
Conquerall Banks	226 93
Crossburn	192 40
Cross Roads, Country Harbour	323 31
Dartmouth	13,570 00
Debert Station	987 29
Deep Brook	936 49

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Nova Scotia—*Continued*

Name of Office	Revenue $ cts.
Denmark	484 21
Descousse	652 21
Digby	9,195 92
Diligent River	330 43
Dominion No. 4	733 51
Dominion No. 6	892 49
Earltown	188 74
East Apple River	379 20
East Erinville	86 42
Eastern Harbour	1,270 21
East Pubnico	291 18
East Southampton	302 47
Economy	385 12
Eel Brook	239 69
Elderbank	531 99
Ellershouse	649 12
Elmsdale	1,333 10
Enfield	589 94
English Town	338 79
Eureka	791 28
Falmouth	694 21
Five Islands	579 83
Florence	865 70
Forties Settlement	246 17
Frankville	460 93
Freeport	1,291 81
Frizzleton	270 96
Gabarouse	214 60
Gaspereaux	1,585 12
Gay's River	272 77
Glace Bay	17,758 60
Glenholme	435 39
Glenwood	186 05
Goldboro	755 47
Gold River	540 48
Grafton	309 20
Grand Etang	445 07
Grand Narrows	307 56
Grand Pré	956 78
Grand River	414 50
Granville Centre	416 60
Granville Ferry	1,971 30
Great Village	1,508 63
Greenfield	314 15
Greenville Station	233 65
Greenwich	970 07
Guysborough	2,711 68
Halifax	*394,437 63
*Divided as follows:—	
Head Office	285,196 82
Sub-office No. 3	2,350 00
Sub-office No. 4	19,402 89
Sub-office No. 5	8,881 85
Sub-office No. 6	51,900 00
Sub-office No. 7	2,095 66
Armdale	1,609 00
Fairview Station	418 00
Morris Street	6,138 30
North End	16,445 11
Hampton	407 10
Hantsport	4,084 49
Harbourville	225 41
Havre Boucher	519 52
Hazel Hill	882 76
Head of St. Margaret's Bay	372 01
Heatherton	454 81
Hebron	951 43
Hemford	366 63
Hopewell	1,191 32
Hortonville	440 28
Hubbard's	1,610 07

Name of Office	Revenue $ cts.
Imperoyal	1,697 28
Ingonish	312 82
Ingramport	539 60
Inverness	4,732 81
Iona	457 70
Isaac's Harbour	497 74
Joggin Mines	2,888 39
Jordan Falls	555 41
Judique North	224 29
Kempt	336 84
Kemptville	629 54
Kentville	19,801 38
Kingsport	738 16
Kingston Station	2,443 08
La Have	1,314 52
Lantz Siding	253 75
L'Ardoise	454 88
Larry's River	241 29
Lawrencetown	3,074 37
Lequille	398 29
Liscomb	421 12
Little Bras d'Or	242 90
Little Brook	333 26
Little River	598 08
Liverpool	9,180 14
Lochaber	299 45
Lockeport	2,398 91
Londonderry	1,363 93
Louisburg	2,484 10
Louisdale	228 74
Lower Argyle	301 68
Lower East Pubnico	539 20
Lower L'Ardoise	351 19
Lower Wood Harbour	1,078 93
Lunenburg	11,494 90
Lydgate	380 26
Lyon's Brook	597 83
McGray	138 86
McKay's Corners	206 41
Mabou	1,099 51
Maccan	1,200 55
Mahone Bay	4,626 49
Main-a-Dieu	280 10
Maitland	405 91
Maitland (Hants)	1,435 59
Marble Mountain	540 61
Margaree Forks	390 28
Margaree Harbour	813 27
Margaretsville	582 51
Marion Bridge	228 34
Meadowville Station	458 78
Melvern Square	651 11
Merigomish	604 80
Meteghan	940 84
Meteghan River	1,077 35
Meteghan Station	453 04
Middle Musquodoboit	2,029 27
Middle Stewiacke	369 41
Middleton	7,287 15
Middle West Pubnico	291 30
Milford Station	883 72
Millsville	405 48
Mill Village	719 13
Milton	1,368 48
Morden	232 25
Moser's River	375 59
Mount U iacke	550 74
Mulgrave	3,340 59
Musquodoboit Harbour	1,654 37
Nappan Station	955 38
Necum Teuch	189 91

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Nova Scotia—*Continued*

Name of Office	Revenue $ cts.
Neil's Harbour	245 49
New Aberdeen	2,713 74
New Albany	279 89
New Germany	1,353 39
New Glasgow	34,444 05
New Harbour West	174 98
Newport	1,146 38
Newport Landing	415 19
New Ross	817 80
New Waterford	5,675 30
Nictaux Falls	414 45
Noël	505 32
North Brookfield	340 11
North East Harbour	206 08
North Lochaber	1,249 55
North Port	515 97
North Sydney	18,445 65
Old Barns	584 19
Old Bridgeport	1,679 96
Oldham	324 99
Orangedale	705 26
Oxford	6,044 00
Oxford Junction	559 10
Paradise	1,033 36
Parrsboro	6,592 09
Petite de Grat Bridge	262 90
Petite Riviere Bridge	865 59
Pictou	13,990 31
Pictou Landing	208 01
Plympton	450 27
Point Tupper	750 81
Pomquet	226 10
Port Clyde	607 34
Port Dufferin	421 61
Port George	403 23
Port Grenville	933 30
Port Hastings	834 42
Port Hawkesbury	3,517 75
Port Hood	1,725 52
Port Hood Mines	299 47
Port Howe	393 62
Port la Tour	342 38
Port Lorne	394 63
Port Maitland	1,053 76
Port Medway	550 28
Port Morien	1,324 84
Port Mouton	545 23
Port Williams	2,376 26
Prospect	205 69
Pubnico	898 91
Pugwash	3,326 09
Pugwash Junction	330 53
Queensport	449 10
Quinan	123 02
Reserve Mines	836 71
River Bourgeois	316 47
River Dennis Station	371 66
River Hebert	2,717 86
River John	2,618 53
Riverport	1,379 69
Rockdale	193 27
Rose Bay	388 88
Roseway	227 69
Round Hill	724 68
St. Andrews	335 47
Ste. Croix	381 17
St. Peter's	2,307 10
Sable River West	401 06
Salmon River	386 23
Sandy Cove	648 14
Sandy Point	458 03
Saulnierville	464 45
Scotch Village	436 04
Scotsburn	1,316 86
Scotsville	166 65
Shag Harbour	456 52
Sheet Harbour	1,200 48
Shelburne	4,687 47
Sherbrooke	1,611 07
Shinimecas Bridge	285 67
Ship Harbour	258 76
Shubenacadie	3,229 27
Smith's Cove	893 02
Somerset	655 00
Sonora	281 29
Southampton	407 30
South Farmington	473 01
South Gut of St. Ann's	180 77
South Maitland	472 00
South Ohio	1,014 30
Springfield	1,179 28
Springhill	9,927 38
Springhill Junction	358 45
Spry Bay	249 60
Stake Road	796 39
Stellarton	9,202 19
Stewiacke	2,920 40
Strathlorne	196 80
Summerville	158 99
Sunnybrae	467 82
Surett Island	173 96
Sydney	*64,304 27
*Divided as follows:—	
Head Office	57,979 39
Ashby	1,217 38
Subway	3,435 63
Whitney Pier	1,671 87
Sydney Mines	9,642 87
Tancook Island	328 70
Tangier	620 75
Tatamagouche	3,385 69
Thompson Station	328 73
Thorburn	1,240 38
Three Mile Plains	366 35
Tidnish	182 94
Tiverton	736 08
Torbrook Mines	403 85
Tracadie	354 41
Trenton	3,555 76
Truro	51,040 85
Tusket	853 17
Upper Kennetcook	327 41
Upper Musquodoboit	937 33
Upper Port la Tour	318 96
Upper Stewiacke	1,446 79
Wallace	1,392 13
Wallace Bridge	356 63
Walton	848 13
Waterville	1,809 60
Waverley	244 73
Wedgeport	588 50
Wentworth Centre	144 51
West Arichat	566 90
West Bay	336 52
West Branch, River John	272 66
Westchester Station	858 53
West Dublin	418 72
West Gore	379 90
West La Have	492 57
Westport	1,138 80
West Pubnico	647 59
West River Station	516 51

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Nova Scotia—*Concluded*

Name of Office	Revenue $ cts.
Westville	6,518 90
Weymouth	3,249 84
Weymouth North	665 10
Whitehead	404 82
Whycocomagh	960 40
Williamsdale East	105 37
Wilmot	348 41
Windsor	19,150 87
Windsor Forks	216 01
Wolfville	14,125 46
Yarmouth	26,741 29
Yarmouth North	2,723 08
Yarmouth South	2,479 73
Non-accounting Post Offices	128,090 04
	1,277,998 90
Less—Value of Postage Stamps affixed to Postal Notes	923 19
	1,277,075 71

Province of New Brunswick

Adamsville	304 81
Albert	1,000 21
Alma	830 44
Anagance	590 02
Andover	1,356 09
Apohaqui	1,452 42
Aroostook Junction	977 31
Arsenault Siding	300 77
Back Bay	310 91
Baie Verte	524 76
Bakers Brook	467 40
Balmoral	292 82
Barnaby River	956 33
Bass River	384 34
Bath	2,758 67
Bathurst	11,758 94
Bayfield	1,033 43
Beaver Harbour	539 45
Beechwood	112 17
Benton	808 51
Blackville	2,176 08
Blissfield	264 82
Bloomfield Station	493 99
Boiestown	1,269 89
Bristol	1,025 52
Buctouche	2,479 39
Burnt Church	397 89
Burnt Land Brook	123 91
Burtt's Corner	655 47
Butternut Ridge	1,406 59
Cambridge	643 19
Campbellton	19,009 00
Campo Bello	570 09
Canaan Station	154 66
Canterbury Station	1,658 80
Cape Bald	388 01
Caraquet	2,501 75
Castalia	448 00
Centreville	2,618 72
Chamcook	309 64
Chatham	12,666 97
Chipman	2,897 70
Clair	706 71
Clifton	471 55
Cocagne	311 70
Cody's	735 39
Coldstream	252 24
Cole's Island	750 58
Collins	512 88
Corn Hill	180 75
Cross Creek	865 26
Cumberland Bay	680 04
Dalhousie	4,685 82
Debec	1,616 35
Doaktown	2,051 80
Dorchester	3,240 26
Douglastown	587 06
Durham Bridge	466 31
Durham Centre	465 59
East Florenceville	2,381 31
East St. John	3,246 13
Edgett's Landing	435 63
Edmundston	12,319 84
Eel River Crossing	712 06
Elgin	1,050 19
Elm Tree	454 85
Fairhaven	174 58
Fairville	5,181 40
Five Fingers	433 38
Florenceville	708 57
Fredericton	61,692 44
Fredericton Junction	1,059 60
Gagetown	1,687 32
Glassville	1,080 19
Grand Anse	643 14
Grand Falls	6,453 33
Grand Harbour	824 62
Great Shemogue	224 27
Green Point	327 51
Green River Station	434 79
Hampstead	510 04
Hampton	906 66
Hampton Station	2,978 16
Harcourt	998 68
Hartland	6,042 17
Harvey	409 54
Harvey Station	1,361 30
Hatfield Point	902 90
Hawkshaw	847 94
Hillsborough	2,690 85
Hopewell Cape	521 74
Hopewell Hill	348 86
Hoyt Station	577 06
Inkerman	277 11
Jacquet River	1,270 29
Jemseg	320 06
Kedgewick	1,487 44
Kent Junction	375 82
Keswick Ridge	181 69
Kilburn	356 85
Kingston (Kings)	296 58
Kouchibouguac	346 15

Gross Postal Revenue of Accounting Offices—*Continued*

Province of New Brunswick—*Continued*

Name of Office	Revenue $ cts.
Lake Baker	256 13
Lakeville	777 39
Lambertville	232 05
Lameque	536 06
Leonardville	198 46
Lepreau	938 13
Little Shemogue	391 09
Loggieville	2,164 47
Lord's Cove	468 40
Lower Hainesville	634 47
Lower Southampton	1,098 89
Ludlow	417 86
McAdam Junction	4,044 24
Marysville	2,197 30
Maugersville	559 38
Meductic	196 24
Melrose	474 90
Memramcook	894 54
Middle Sackville	853 84
Midgic Station	324 07
Millerton	939 97
Milltown	2,969 09
Millville	1,326 57
Minto	2,367 06
Moncton	*325,834 91
*Divided as follows:—	
Head Office	324,662 91
Sub-office No. 1	
Sub-office No. 3	977 00
Sub-office No. 4	195 00
Moore's Mills	617 93
Moorehouse	120 44
Mount Carmel	233 89
Mount Pleasant	245 85
Mount of Keswick	599 19
Napudogan	354 95
Narrows	225 63
Nash Creek	565 59
Nashwaak Bridge	887 50
Nashwaaksis	378 58
Nauwigewauk	288 09
Neguac	413 18
Newcastle	13,097 67
Newcastle Creek	262 56
New Mills	405 06
North Devon	1,747 02
North Head	1,551 08
Norton	2,529 60
Oak Point	268 87
Oromocto	1,230 03
Paquetville	318 23
Pennfield	214 59
Pennfield Ridge	273 57
Penobsquis	765 98
Perth	4,298 75
Petitcodiac	3,255 17
Petit Rocher	839 23
Pinder	594 89
Plaster Rock	2,528 85
Pointe de Bute	703 87
Port Elgin	3,176 96
Prime	153 99
Prince William	555 19
Prince William Station	255 69
Quarryville	236 36
Red Bank	618 08
Renous	531 77
Rexton	3,203 52
Richibucto	2,532 34
Riley Brook	312 68
Ripples	601 11
River Bank	59 23
River Charlo	445 84
River de Chute	211 06
River Side	736 99
Rockland	56 97
Rogersville	1,955 65
Rolling Dam Station	1,523 20
Rothesay	2,049 69
Rusagornis Station	273 88
St. Andrews	6,423 51
Ste. Anne de Madawaska	372 68
Ste. Anne du Bocage	126 70
St. Anthony	411 47
St. Bazil	766 93
St. Charles	155 11
St. François de Madawaska	527 33
St. George	3,939 55
St. Isidore	189 29
St. Jacques	398 79
St. John	*271,149 06
*Divided as follows:—	
Head Office	195,991 57
Sub-office No. 1	4,712 94
Sub-office No. 2	10,753 71
Sub-office No. 3	8,831 97
Haymarket Square	3,992 35
Indiantown	1,966 11
Marsh Bridge	1,748 45
Milledgeville	1,556 24
Sand Point Road	18 00
St. John North	13,463 88
St. John West	8,625 28
Union Street	19,488 56
St. Joseph, Westmoreland	1,714 13
St. Leolin	197 01
St. Leonard Station	2,096 37
St. Louis de Kent	597 59
St. Martin's	1,284 17
St. Paul's	220 59
St. Quentin	2,295 38
St. Stephen	19,281 60
Sackville	15,107 95
Salisbury	1,572 19
Salmonhurst	419 76
Seal Cove	743 63
Shediac	5,882 80
Sheffield	191 63
Shippigan	901 35
Shives Athol	341 56
Siegas	302 68
South Branch of St. Nicholas River	208 57
South Devon	1,777 69
South Nelson	1,028 58
Springfield	411 39
Stanley	2,198 57
Stickney	314 44
Stonehaven	353 17
Sunny Brae	837 78
Sussex	15,056 81
Tabucintac	562 42
Taymouth	538 56
Tracadie	1,803 70
Tracey Station	598 96
Upham	355 60
Upper Gagetown	345 31
Upper Kent	438 04
Upper Pockmouche	390 79
Upper Sackville	845 79
Upper Woodstock	375 35

Gross Postal Revenue of Accounting Offices—*Continued*

Province of New Brunswick—*Concluded*

Name of Office	Revenue $ cts.
Verret	77 15
Victoria	1,024 08
Waterside	142 21
Welsford	789 08
West Bathurst	2,671 08
Westfield	290 78
White Head	278 27
Wilson's Beach	457 87
Windsor	112 28
Woodstock	18,934 80
Young's Cove Road	387 30
Zealand Station	345 25
Non-accounting Post Offices	84,191 31
	1,111,188 55
Less—Value of Postage Stamps affixed to Postal Notes	803 18
	1,110,385 37

Province of Prince Edward Island

Albany	1,075 19
Alberton	3,696 14
Armadale	322 18
Beaton's Mills	348 58
Bedeque	452 40
Bedford Station	322 65
Belfast	713 48
Blo mfield Station	721 87
Bonshaw	474 20
Bredalbane	989 26
Bridgetown	577 52
Bristol	236 36
Cape Traverse	686 66
Cardigan	1,650 97
Central Bedeque	696 38
Charlottetown	60,133 20
Clyde River	800 57
Coleman	643 23
Conway Station	380 98
Crapaud	532 81
East Baltic	364 79
Elmira	500 72
Emerald	709 22
Fredericton Station	342 20
Freetown	477 99
French River	461 11
Georgetown	1,423 10
Hopefield	174 44
Howlan	441 38
Hunter's River	2,291 26
Kensington	2,689 74
Kinkora	529 91
Kinross	423 77
Lot 56	327 87
Lower Montague	302 73
Miscouche	683 33
Montague	4,875 25
Morrell	1,078 48
Mount Stewart	1,440 42
Murray Harbour	1,046 88
Murray River	1,051 75
New Glasgow	303 50
New London	508 69
New Wiltshire	779 14
Northam	359 73
O'Leary Station	2,810 22
Peake Station	604 77
Port Borden	1,112 16
Pownall	285 19
Princetown	922 35
Richmond	643 03
St. Louis	783 33
St. Mary's Road	675 36
St. Peter's Bay	1,354 50
Souris East	4,404 20
Stanley Bridge	399 97
Summerside	20,511 09
Tignish	2,618 04
Tyne Valley	905 75
Vernon Bridge	710 56
Victoria	753 46
Wellington Station	1,641 46
Wood Islands North	395 21
Non-accounting Post Offices	10,355 69
	150,928 37
Less—Value of Postage Stamps affixed to Postal Notes	108 44
	150,819 93

Province of Manitoba

Alexander	1,697 03
Altamont	1,362 92
Altona	2,673 99
Amaranth	1,257 06
Angusville	1,479 17
Arborg	1,965 96
Arden	2,100 27
Argyle	341 54
Arnaud	983 42
Arrow River	534 77
Ashern	1,904 91
Ashville	378 19
Aubigny	213 14
Austin	1,733 75
Bagot	592 66
Baldur	2,112 40
Balmoral	820 21
Bannerman	389 74
Barrows	903 53
Basswood	1,533 52
Beaman	100 66
Beausejour	2,430 21
Beaver	310 96
Belmont	2,642 18

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Manitoba—*Continued*

Name of Office	Revenue $ cts.
Benito	3,041 91
Beresford	510 15
Bethany	466 38
Beulah	2,916 26
Binscarth	2,630 98
Birch River	664 56
Bird's Hill	882 81
Birnie	851 64
Birtle	3,894 08
Boissevain	5,787 29
Bowsman River	2,677 25
Bradwardine	928 51
Brandon	106,905 44
Broad Valley	398 66
Brookdale	1,132 49
Broomhill	350 96
Brunkild	800 27
Bruxelles	536 42
Bunclody	204 71
Butler Station	275 59
Cameron	116 57
Camper	725 32
Carberry	5,214 82
Cardale	781 56
Cardinal	341 59
Carman	9,459 34
Carnegie	246 99
Carroll	907 90
Cartwright	2,498 63
Chatfield	418 86
Clandeboye	636 89
Clan William	1,386 03
Clearwater	911 58
Cordova	270 53
Coulter	341 20
Crandall	1,428 00
Cromer	586 04
Crystal City	2,821 07
Cypress River	2,089 33
Dand	422 90
Darlingford	2,115 06
Dauphin	24,395 97
Deepdale	836 70
Deerhorn	245 09
Deleau	539 67
Deloraine	4,744 06
Desford	321 71
Dominion City	1,826 60
Douglas Station	706 53
Dunrea	1,124 99
Durban	1,607 81
East Selkirk	428 99
Ebor	330 12
Eden	1,096 14
Edrans	481 44
Elgin	2,184 52
Elie	1,055 62
Elkhorn	3,131 29
Elm Creek	3,530 63
Elphinstone	1,288 70
Elva	537 41
Emerson	3,739 01
Erickson	1,415 59
Ericksdale	2,185 57
Erinview	263 65
Ethelbert	1,736 56
Evart	289 29
Fairfax	410 73
Fairford	465 67
Fannystelle	1,044 64
Firdale	258 64
Fisher Branch	1,179 50
Fork River	1,084 49
Forrest Station	730 20
Fox Warren	2,572 25
Franklin	1,382 44
Gardenton	503 96
Garson Quarry	374 27
Gilbert Plaines	5,514 21
Gimli	1,589 55
Giroux	655 32
Gladstone	5,394 11
Glenboro	3,284 35
Glencairn	307 15
Glenella	2,474 75
Glenora	391 33
Goodlands	997 59
Grand Clairiere	465 03
Grand View	5,182 20
Graysville	803 48
Greenway	696 28
Gregg	228 61
Gretna	2,021 38
Griswold	1,481 63
Gunton	540 66
Hamiota	3,958 88
Harding	782 57
Hargrave	329 57
Harrowby	331 45
Harte Station	227 15
Hartney	3,830 88
Hayfield	233 00
Haskett	478 88
Haywood	517 61
Headingly	1,214 61
High Bluff	1,189 04
Hilton	306 79
Hodgson	646 32
Holland	3,619 38
Holmfield	1,200 35
Homewood	517 93
Icelandic River	1,177 47
Ingelow	197 85
Inwood	1,368 26
Isabella	651 06
Justice	423 52
Kaleida	338 29
Katrine	294 93
Kawende	1,736 17
Kelloe	616 09
Kelwood	1,991 96
Kenton	1,357 62
Kenville	1,270 36
Keyes	526 60
Killarney	5,411 41
Kirkfield Park	570 50
La Broquerie	690 71
Lac du Bonnet	1,810 81
Langruth	1,641 07
Larivière	1,464 84
La Salle	447 23
Lauder	1,097 13
Laurier	1,049 28
Lavenham	304 37
Lena	402 29
Lenore	1,087 76
Letellier	1,371 35
Loretto	540 00
Low Farm	759 13
Lundar	1,811 03
Lyleton	1,465 74
McAuley	1,497 43

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Manitoba—*Continued*

Name of Office	Revenue $ cts.
McConnell	643 66
McCreary	3,422 22
MacDonald	717 35
MacGregor	3,762 64
Magnet	514 40
Makaroff	503 73
Makinak	1,129 29
Manitou	4,802 70
Manson	535 97
Mariapolis	1,043 41
Marquette	821 10
Mather	1,102 58
Mayfield Station	160 68
Medora	702 85
Melita	4,596 52
Miami	2,466 43
Millwood	225 21
Miniota	2,474 68
Minitonas	1,909 13
Minnedosa	9,875 40
Minto	1,657 95
Moline	406 01
Moorepark	671 67
Morden	8,385 88
Morris	4,182 45
Mountainside	266 94
Mowbray	263 27
Muir	243 61
Mulvihill	1,014 28
Myrtle	573 97
Napinka	1,852 45
Narcisse	573 42
Neelin	614 85
Neepawa	12,209 58
Nesbitt	914 48
Newdale	2,700 23
Ninette	3,676 01
Ninga	1,442 30
Niverville	621 25
Notre Dame de Lourdes	1,364 20
Oak Bank	649 11
Oakburn	1,780 67
Oak Lake	3,347 03
Oak Point	510 33
Oak River	1,846 76
Oberon	281 62
Ochre River	1,941 97
Otterburne	1,786 70
Petersfield	699 45
Petrel	106 15
Pettapiece	279 97
Pierson	1,282 09
Pilot Mound	3,588 75
Pinawa	202 72
Piney	456 33
Pipestone	1,728 20
Plumas	2,173 41
Plum Coulee	2,205 28
Pointe Du Bois	671 18
Pope	297 33
Poplarfield	355 94
Poplar Point	839 25
Portage la Prairie	40,644 56
Purves	414 33
Rapid City	3,156 41
Rathwell	1,813 21
Reaburn	323 38
Regent	470 31
Rembrandt	275 06
Reston	3,803 11
Ridgeville	733 87
Riding Mountain	553 39
Rivers	2,605 73
Roblin	5,147 57
Roland	3,631 59
Rosebank	732 70
Roseisle	736 59
Rosenfeld	1,049 22
Rossburn	2,354 39
Rossendale	485 19
Rosser	1,018 42
Rounthwaite	676 09
Russell	6,661 74
Ste. Agathe	918 15
St. Alphonse	294 64
Ste. Amélie	371 10
Ste. Anne des Chênes	1,277 75
St. Claude	1,533 85
St. Jean Baptiste	1,387 02
St. Laurent	794 40
St. Lazare	653 70
St. Norbert	1,338 95
St. Pierre Jolys	2,073 10
Ste. Rose du Lac	3,082 84
Sandy Lake	1,173 45
Sandford	1,287 28
Scandinavia	118 59
Selkirk	8,837 47
Shellmouth	927 77
Shoal Lake	6,031 40
Sidney	1,515 93
Sifton	2,899 80
Silverton Station	376 64
Sinclair Station	882 35
Snow Flake	1,166 74
Solsgirth	1,244 67
Somerset	2,589 73
Souris	8,285 11
Sperling	2,411 07
Sprague	550 26
Starbuck	1,709 81
Steeprock	414 44
Steinback	1,641 09
Stephenfield	221 00
Stockton	579 64
Stonewall	5,137 74
Stony Mountain	640 16
Strathclair	2,595 31
Stuartburn	368 20
Swan Lake	1,763 70
Swan River	6,502 81
Teulon	2,697 60
The Pas	8,155 72
Thornhill	503 97
Tilston	929 42
Transcona	5,286 08
Treesbank	647 16
Treherne	3,977 22
Tuxedo	411 96
Two Creeks	426 65
Tyndall	578 75
Underhill	177 55
Valley River	297 01
Virden	9,554 85
Vista	351 93
Vita	937 30
Wakopa	193 65
Warrenton	654 53
Waskada	1,848 96
Wawanesa	9,024 73
Wellwood	1,145 40
Westbourne	1,072 36

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Manitoba—*Concluded*

Name of Office	Revenue $ cts.
Wheatland	254 86
Whitemouth	1,230 85
Whitewater	271 02
Willen	278 14
Winkler	2,917 64
Winnipeg	*2,860,897 74
*Divided as follows:—	
Head Office	1,556,567 19
Station B	37,935 47
Station C	10,519 33
Station D	13,374 90
Sub-office No. 3	13,149 59
Sub-office No. 4	43,844 30
Sub-office No. 5	11,837 75
Sub-office No. 6	13,597 49
Sub-office No. 7	1,801 15
Sub-office No. 8	2,963 72
Sub-office No. 9	10,343 59
Sub-office No. 10	28,849 94
Sub-office No. 11	3,097 17
Sub-office No. 12	5,597 57
Sub-office No. 13	7,398 37
Sub-office No. 14	5,747 45
Sub-office No. 15	12,093 00
Sub-office No. 17	6,242 88
Sub-office No. 18	5,086 00
Sub-office No. 19	7,102 00
Sub-office No. 20	2,998 96
Sub-office No. 21	8,126 57
Sub-office No. 22	5,491 97
Winnipeg—*Concluded*	
Sub-office No. 23	962,055 00
Sub-office No. 24	1,454 99
Sub-office No. 25	270 68
Sub-office No. 26	678 48
Sub-office No. 27	4,534 57
Dickens	1,334 00
East Kildonan	638 38
Fort Rouge	6,108 23
Inkster	5,453 90
Karnac	6,119 65
Kildonan West	2,528 61
King Edward	1,310 68
Louise Bridge	11,932 15
Morse Place	248 87
Norwood Grove	20,369 18
St. Boniface	21,194 47
St. Vital	899 54
Winnipeg Beach	2,487 79
Winnipegosis	2,547 81
Woodlands	748 38
Woodnorth	523 39
Non-accounting Post Offices	54,248 05
	3,597,111 49
Less—Value of Postage Stamps affixed to Postal Notes	2,600 42
	3,594,511 07

Province of Saskatchewan

Abbey	2,860 38	Baildon	374 00
Aberdeen	2,001 44	Balcarres	3,824 71
Abernethy	2,570 42	Balgonie	1,544 16
Adanac	1,075 35	Bangor	806 44
Admiral	2,633 33	Baring	277 30
Aiktow	402 64	Bateman	1,388 60
Alameda	2,373 35	Battleford	10,056 74
Albertville	245 57	Beadle	591 62
Alida	862 50	Beatty	982 04
Allan	2,114 49	Beaufield	387 38
Alsask	3,471 90	Belle Plaine	736 72
Amazon	315 12	Bender	420 21
Amulet	916 45	Bengough	2,533 93
Anerley	338 83	Benson	1,055 52
Aneroid	3,222 58	Bethune	2,256 30
Anglia	728 12	Beverley Station	388 14
Annaheim	556 75	Bienfait	2,100 28
Antelope	662 07	Biggar	8,328 79
Antler	1,450 43	Big River	1,527 05
Arborfield	422 29	Birch Hills	2,928 03
Arcola	5,865 35	Birsay	1,220 01
Ardath	1,330 35	Bladworth	2,296 31
Ardill	422 54	Blain Lake	2,631 34
Argo	283 93	Blucher	609 63
Arran	1,508 78	Blumenhof	451 90
Artland	1,188 43	Boharm	803 89
Asquith	2,631 27	Borden	2,365 46
Assiniboia	9,876 06	Bounty	1,383 45
Atwater	904 23	Bradwell	1,047 56
Avonhurst	606 84	Bratton	271 73
Avonlea	2,686 18	Bredenbury	1,927 64
Aylesbury	1,878 58	Bresaylor	351 86
Bagley	262 14	Bridgeport	686 06

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Saskatchewan—*Continued*

Name of Office	Revenue $ cts.
Briercrest	2,010 00
Broadacres	606 38
Broadview	4,308 48
Brock	1,935 15
Broderick	1,797 86
Bromhead	1,917 81
Brooking	184 28
Browning	365 70
Brownlee	2,025 99
Bruno	2,713 61
Buchanan	3,214 75
Bulyea	1,474 12
Burstall	1,443 24
Buttress	239 64
Cabri	5,299 86
Cadillac	2,585 34
Calder Station	1,785 23
Candiac Station	747 72
Cando	912 12
Canora	8,060 53
Cantuar	472 11
Canwood	1,920 32
Carievale	1,663 45
Carlton	360 49
Carlyle	3,587 56
Carmel Station	952 82
Carnduff	3,645 05
Caron	1,978 69
Carruthers	1,216 21
Cavell	626 35
Cedoux	526 14
Central Butte	2,400 05
Ceylon Station	2,458 55
Chamberlain	1,491 63
Chaplin	2,778 06
Charlotte	181 77
Church Bridge	1,693 15
Clair	993 28
Clavet	373 90
Cloan	182 60
Cochin	197 41
Coderre	383 72
Coleville	1,085 41
Colfax	673 35
Colgate	1,083 37
Colonsay	1,810 04
Congress	700 60
Conquest	2,424 37
Consul	787 76
Corinne	480 17
Craik	5,200 23
Craven	1,471 23
Creelman	2,382 84
Crestwynd	472 11
Crichton	334 20
Crooked River	278 35
Cudworth	2,363 70
Cupar	4,469 95
Cut Knife	1,956 15
Cymric	1,076 16
Dafoe	1,391 08
Dalmeny	643 92
Dana	1,406 55
D'Arcy Station	819 05
Darmody	666 74
Davidson	6,035 54
Davin	518 02
Davis	241 44
Daysville	130 56
Dead Moose Lake	216 40
Debden	1,255 18
Delisle	3,010 33
Delmas	604 10
Demaine	558 67
Denholm	1,310 55
Denzil	2,099 14
Dewar Lake	610 55
Dilke	1,379 74
Dinsmore	2,188 86
Disley	756 09
Dodsland	2,040 77
Dollard	2,219 95
Domremy	998 46
Donovan	862 74
Donwell	235 74
Drake	1,687 89
Drinkwater	2,538 52
Druid	929 28
Dubuc	2,065 57
Duck Lake	2,191 65
Duff	759 81
Dumas	479 20
Dummer	1,133 63
Dunblane	1,299 27
Dundurn	2,285 84
Dunfermline	279 20
Dunkirk	522 72
Dunleath Station	193 93
Duval	1,895 13
Dysart	1,738 23
Earl Grey	2,743 02
East End	3,819 41
Eatonia	2,130 77
Ebenezer	510 06
Edam	2,336 82
Edenwold	1,358 74
Edgeley	614 31
Elbow	2,786 40
Eldersley	530 87
Eldred	224 85
Elfros	2,418 67
Elrose	2,648 97
Elstow	1,832 60
Englefield	831 40
Ernfold	1,649 92
Esk	256 36
Eskbank	496 47
Esterhazy	2,951 26
Estevan	18,824 95
Estlin	833 86
Eston	3,177 79
Estuary	1,445 16
Ettington	350 19
Evesham	1,041 31
Expanse	1,335 87
Eyebrow	2,062 70
Eyre	241 74
Fairlight Station	913 60
Fairmount Station	414 56
Fenton	231 11
Fenwood	845 73
Fertile	182 99
Fielding	1,359 77
Fillmore	2,571 31
Findlater	1,138 92
Fiske	1,473 03
Flaxcombe	1,527 36
Fleming	1,780 02
Foam Lake	4,133 55
Forgan	567 19
Forget	1,730 63
Fort Pitt	210 79

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Saskatchewan—*Continued*

Name of Office	Revenue $ cts.
Fort Qu'Appelle	5,669 16
Forward	475 85
Francis	1,832 54
Frobisher	1,416 65
Froude	804 69
Fry's	275 14
Fusilier	794 39
Gainsborough	2,555 78
Gallivan	311 69
Gerald	504 24
Gibbs	307 86
Girvin	1,901 73
Glasnevin	200 09
Glenavon	1,821 96
Glen Ewen	1,277 24
Glenside	2,070 31
Glidden	1,546 12
Goodeve	1,277 99
Goodwater	1,060 01
Gorlitz	204 83
Gouverneur	489 44
Govan	5,801 01
Govenlock	660 72
Grand Coulee	649 68
Grandora	254 07
Gravelbourg	8,287 60
Gray	1,084 54
Grayson	1,626 61
Greenan	278 82
Grenfell	6,402 42
Griffon	1,547 69
Guernsey	2,130 43
Gull Lake	8,137 54
Hafford	1,872 66
Hague	1,574 55
Halbrite	1,548 99
Hampton Station	419 38
Handel	1,220 17
Hanley	3,930 17
Hardy	713 44
Harris	2,940 19
Hatton	2,776 40
Hawarden	2,344 60
Hazel Cliff	446 33
Hazel Dell	298 33
Hazenmore	2,568 78
Hearne	565 76
Henribourg	280 03
Hepburn	1,106 13
Herbert	5,341 52
Herschel	1,960 74
Heward	1,466 14
Hirsch	505 66
Hitchcock	255 21
Hodgeville	1,642 46
Hoey	1,250 64
Holdfast	1,791 64
Hoosier	539 57
Horizon	907 09
Howell	1,407 44
Hubbard	912 79
Hudson Bay Junction	1,566 26
Hughton	1,710 04
Humboldt	12,676 85
Huntoon	321 62
Hyas	1,104 99
Imperial	3,506 86
Indian Head	8,779 11
Insinger	847 64
Instow	982 78
Invermay	1,810 06
Ituna	2,486 30
Jansen	2,648 39
Jasmin	430 13
Juniata	329 82
Kamsack	8,641 06
Kandahar	1,681 07
Keddleston	682 36
Keeler	1,513 13
Kelfield	1,221 22
Kelliher	2,876 09
Kelso Station	554 76
Kelvington	1,666 34
Kenaston	2,093 87
Kendal Station	876 39
Kennedy	2,492 56
Keppel	632 36
Kermaria	66 37
Kerr Robert	9,833 70
Keystown	627 71
Khedive	1,053 61
Killaly	847 90
Kincaid	4,057 12
Kindersley	8,379 06
Kinistino	3,850 30
Kinley	1,413 59
Kipling Station	3,229 24
Kisbey	2,412 22
Kronan	875 59
Krydor	1,043 54
Kuroki	982 19
Lac Vert	209 26
Ladstock	147 58
Lalléche	4,249 88
Laird	1,446 12
Lajord	1,138 31
Lake Valley	500 44
Lampman	1,955 22
Lancer	1,870 47
Landis	1,889 86
Lang	3,128 07
Langbank	565 73
Langenburg	2,705 38
Langham	3,104 37
Lanigan	3,850 45
Laporte	742 51
Lashburn	3,133 03
Laura	1,129 44
Lawson	1,264 57
Leader	5,464 04
Leask	2,122 23
Lebret	975 33
Leipzig	675 01
Lemberg	2,853 68
Lemsford	897 36
Leney	1,213 55
Lenora Lake	843 76
Leofeld	74 57
Leross	798 00
Le Roy	778 81
Leslie Station	1,737 23
Lestock Station	2,098 21
Lewvan	976 36
Liberty	1,888 29
Limerick	4,501 27
Lintlaw	1,250 25
Lipton	2,756 65
Lloydminster	10,204 12
Lockwood	1,943 53
Loreburn	2,512 71
Lorlie	489 48
Loverna	3,451 36

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Saskatchewan—*Continued*

Name of Office	Revenue $ cts.
Lucky Lake	1,729 16
Lumsden	3,056 26
Luseland	3,291 36
Lydden	517 30
McGee	818 65
McLean	971 36
McTaggart	836 43
Macdowall	704 25
Macklin	3,613 38
MacNutt	1,214 30
Macoun	1,830 11
Macrorie	1,860 26
Madison	1,167 43
Maidstone	2,650 73
Major	1,402 93
Manor	1,991 68
Mantario	747 26
Maple Creek	10,464 83
Marcelin	1,585 80
Marchwell	676 55
Marengo	1,211 28
Margo	1,424 38
Markinch	1,811 30
Marquis	1,676 72
Marshall	1,593 25
Maryfield	2,458 55
Mawer	1,286 94
Maxim	376 94
Maymont	1,761 93
Mazenod	2,137 39
Meacham	1,771 88
Melaval	863 41
Melfort	13,595 08
Melville	12,850 30
Mennon	302 39
Meota	2,258 70
Merid	427 34
Mervin	1,662 02
Meyronne	3,463 33
Midale	2,033 63
Mikado	1,041 98
Milden	2,124 16
Milestone	3,862 30
Mitchellton	782 78
Montmartre	2,576 84
Moose Jaw	*132,997 74
*Divided as follows:—	
Head Office	131,921 97
Sub-office No. 1	1,075 77
Moosomin	9,816 82
Moreland	142 60
Morse	4,319 33
Mortlach	4,111 36
Mossbank	3,399 12
Mozart	873 67
Muenster	1,704 46
Naicam	1,546 16
Naisberry	313 09
Naseby	339 18
Neptune	308 76
Netherhill	1,495 70
Neudorf	2,149 36
Neville	2,160 99
Nokomis	4,640 58
Norquay	1,921 36
North Battleford	25,937 00
Northgate	186 43
North Portal	1,279 43
North Regina	596 44
Nottingham	192 43
Nut Mountain	192 91
Oakshela	343 33
Odessa Station	1,414 58
Ogema	3,769 67
Onion Lake	582 85
Onward	209 27
Orcadia	166 15
Ormaux	64 13
Ormiston	122 95
Osage	1,414 55
Osler	499 99
Otthon	756 13
Outlook	6,067 34
Oxbow	4,597 05
Paddockwood	330 62
Palmer	1,347 06
Pambrun	817 52
Pangman	1,566 06
Parkbeg	994 05
Parkman	361 35
Parkside	1,457 54
Parry	405 46
Pasqua	1,045 99
Paswegin	415 41
Pathlow	852 46
Paynton	1,503 08
Pelly	2,244 07
Pennant Station	2,249 62
Pense	2,749 24
Penzance	1,224 16
Percival	256 59
Perdue	3,606 95
Phippen	672 47
Piapot	3,082 87
Pilot Butte	475 98
Pinkham	750 67
Plato	1,804 07
Pleasantdale	845 05
Plenty	1,779 62
Plunkett	1,296 70
Ponteix	3,611 71
Portreeve	1,002 51
Prairie River	558 97
Preeceville	3,125 34
Prelate	3,671 20
Primate	938 04
Prince	547 16
Prince Albert	47,559 17
Punnichy	3,260 96
Qu'Appelle	4,239 73
Quill Lake	3,125 81
Quinton	787 58
Radisson	3,841 23
Radville	3,840 65
Rainton	163 54
Rama	661 25
Ravenscrag	904 19
Raymore	2,618 86
Readlyn	2,161 56
Red Deer Hill	328 50
Redvers	1,954 85
Regina	*629,304 80
*Divided as follows:—	
Head Office	383,211 80
Sub-office No. 1	214,000 00
Sub-office No. 2	299 00
Sub-office No. 3	15,806 15
Sub-office No. 5	15,987 85
Regina Beach	849 34
Renown	775 54
Rhein	1,741 32
Riceton	933 21

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Saskatchewan—*Continued*

Name of Office	Revenue $ cts.
Richard	2,052 75
Richardson Station	1,611 00
Richlea	1,033 40
Richmond	481 95
Ridgedale	908 80
Ritchie	207 11
Riverhurst	2,828 44
Robsart	1,163 30
Rocanville	3,584 17
Roche Percée	418 79
Rock Haven	1,146 03
Rokeby Station	464 36
Rosetown	8,673 13
Rosthern	5,833 29
Rouleau	5,396 03
Ruddell	1,338 41
Runnymede	395 55
Rush Lake	1,630 54
Ruthilda	864 21
Rutland Station	669 52
St. Boswells	994 74
St. Brieux	1,959 07
St. Gregor	870 34
St. Hippolyte	158 68
St. Hubert Mission	148 98
St. Louis	624 35
St. Walburg	1,652 91
Saltcoats	3,552 98
Salvador	2,596 43
Saskatchewan Landing	255 52
Saskatoon	*250,698 25
*Divided as follows:—	
Head Office	236,550 19
Sub-office No. 1	5,534 16
Sub-office No. 2	6,613 21
Sub-office No. 3	1,567 06
Sub-office No. 4	433 63
Sceptre	2,819 03
Scotsguard	2,127 85
Scott	2,212 52
Secretan	445 91
Sedley	1,587 66
Semans	4,993 25
Senate	417 18
Senlac	2,139 54
Shackleton	1,307 13
Shaunavon	13,484 55
Sheho	1,838 64
Shellbrook	3,997 34
Sidewood	379 05
Silton	1,238 46
Simpson	2,804 00
Sintaluta	2,857 09
Southey	2,997 05
South Forks	492 21
Sovereign	1,734 43
Spalding	938 06
Speers	1,541 01
Springside	1,821 71
Spring Valley	1,527 66
Spring Water	1,348 54
Spruce Lake	931 72
Spy Hill	1,265 86
Stalwart	1,287 11
Star City	4,913 82
Stenen	2,146 72
Stockholm	2,002 66
Stone	362 95
Stony Beach	786 40
Stornoway	993 60
torthoak	724 84
Stoughton	3,451 01
Stranraer	903 78
Strassbourg Station	4,689 26
Stronghield	1,538 83
Sturgis	1,204 84
Success	1,436 05
Summerberry	1,243 38
Superb	622 02
Surbiton	261 06
Sutherland	1,936 05
Swanson	745 77
Swift Current	33,677 69
Tadmore	425 60
Tako	268 42
Talmage	304 91
Tantallon	1,786 20
Tate	972 88
Tatsfield	208 50
Taylorton	903 69
Tessier	1,485 01
Theodore	2,458 44
Tilney	275 02
Tiny	158 97
Tisdale	7,046 74
Togo	2,490 16
Tomkins	3,529 06
Torquay	970 84
Tramping Lake	1,450 32
Traynor	673 38
Tregarva	511 88
Tribune	1,954 08
Trossachs	815 99
Truax	1,889 71
Tuberose	145 05
Tuffnell	385 88
Tugaske	2,551 71
Turtleford	3,668 28
Tuxford	2,790 65
Tyvan	1,383 61
Unity	7,402 87
Uren	323 97
Valor	646 16
Valparaiso	1,106 34
Vanguard	4,166 37
Vanscoy	954 39
Vantage	1,416 67
Vawn	845 97
Venn	1,253 18
Vera	355 18
Verigin	2,140 69
Verwood	2,828 43
Vibank	1,364 11
Viceroy	2,339 68
Vidora	1,651 23
Viscount	3,578 44
Vonda	3,025 18
Wadena	5,654 57
Wakaw	3,225 56
Waldeck	1,525 33
Waldheim	1,582 75
Waldron	1,573 37
Waldville	471 04
Walpole	569 35
Wapella	3,644 83
Warman	776 14
Wartime	677 33
Waseca	1,649 68
Watrous	6,937 89
Watson	3,941 65
Wauchope	788 58
Wawota	2,392 44

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Saskatchewan—*Concluded*

Name of Office	Revenue $ cts.
Webb	2,984 55
Weldon	1,409 71
Welwyn	1,814 65
Weyburn	30,648 31
White Bear	364 98
Whitewood	4,429 84
Wilcox	3,974 12
Wilkie	7,149 10
Wilmar Station	855 11
Willowbrook	1,194 13
Willowbunch	2,372 82
Willows	739 89
Windthorst	2,665 15
Winter	742 15
Wiseton	1,700 64
Wolfe	329 90
Wolseley	6,924 15
Wood Mountain	673 30
Woodrow	2,773 19
Wroxton	967 37
Wymark	1,258 92
Wynyard	6,130 52
Yarbo	299 06
Yellow Grass	3,562 09
Yorkton	35,659 17
Young	3,540 03
Zealandia	2,437 90
Zelma	904 74
Zeneta	230 24
Non-accounting Post Offices	73,929 49
	2,470,433 34
Less—Value of Postage Stamps affixed to Postal Notes	1,785 67
	2,468,647 67

Province of Alberta

Acadia Valley	617 01
Acme	2,423 97
Aerial	176 69
Aetna	129 89
Airdrie	1,411 95
Alcomdale	311 06
Alderson	1,536 37
Aldersyde	573 21
Alhambra	658 54
Alix	3,157 99
Alliance	3,102 86
Altario	859 50
Amisk	1,236 45
Andrew	483 95
Ankerton	182 28
Anselmo	134 34
Ardenode	245 68
Ardley	443 75
Ardrossan	440 29
Armada	302 54
Armena	152 51
Ashmont	891 67
Athabaska	2,815 47
Atlee	687 24
Banff	14,547 28
Bankhead	1,623 56
Barnwell	424 13
Barons	3,357 00
Barrhead	380 82
Bashaw	3,590 65
Basing	429 64
Bassano	6,866 84
Battle Lake	82 39
Bawlf	1,860 78
Bear Lake	780 72
Beaumont	326 42
Beaver Lodge	1,173 65
Beaver Mines	348 10
Beiseker	1,770 13
Bellevue	3,217 86
Bellis	696 23
Benalto	760 00
Bentley	2,355 95
Benton Station	556 81
Berry Creek	184 32
Beverley	2,457 38
Beynon	524 34
Big Valley	5,681 95
Bilby	99 30
Bindloss	1,208 54
Bittern Lake	889 89
Black Diamond	380 60
Blackfolds	1,001 02
Blackfoot	415 70
Blackie	2,532 66
Blairmore	6,663 87
Bon Accord	788 34
Bondiss	202 19
Bonnyville	977 32
Botha	1,508 95
Bottrel	297 01
Bowden	2,346 62
Bowell	275 82
Bow Island	3,250 74
Boyle	358 03
Brant	1,051 79
Bremner	540 89
Brightview	147 22
Brocket	499 74
Brooks	4,754 40
Bruce	1,344 79
Bruderheim	1,529 97
Brulé Mines	2,820 33
Bulwark	771 14
Burdett	1,940 40
Burmis	202 19
Busby	577 70
Cadogan	1,733 79
Cadomin	1,586 42
Cairns	196 75
Calgary	*532,233 28
*Divided as follows:—	
Head Office	431,643 81
Sub-office No. 1	13,062 75
Sub-office No. 4	2,587 35
Sub-office No. 5	1,734 68
Sub-office No. 6	1,775 24
Sub-office No. 7	115 68
Sub-office No. 8	16,861 04
Sub-office No. 9	141 21

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Alberta—*Continued*

Name of Office	Revenue $ cts.
Calgary—*Concluded*	
Sub-office No. 10	263 29
Sub-office No. 11	911 08
Sub-office No. 12	5,041 69
Sub-office No. 15	225 76
Sub-office No. 16	99 77
Sub-office No. 17	9,709 01
Sub-office No. 20	30,641 26
Sub-office No. 21	13,933 40
Sub-office No. 22	644 15
Sub-office No. 23	181 82
Sub-office No. 24	777 10
Sub-office No. 25	293 04
Sub-office No. 26	1,590 15
Calmar	340 93
Camrose	14,771 07
Canmore	2,414 67
Carbon	3,402 03
Cardiff	819 77
Cardston	6,760 60
Carmangay	3,104 10
Caroline	315 03
Carolside	366 63
Carseland	1,098 69
Carstairs	3,996 42
Carvel Station	270 24
Cassils	356 40
Castor	5,528 42
Cavendish	581 39
Cayley	1,540 84
Cereal	3,501 27
Cessford	890 76
Champion	3,589 26
Chancellor	675 56
Chauvin	3,438 83
Cheadle	413 87
Cherhill	525 28
Chilmark	153 95
Chinook	3,293 23
Chipman	2,325 09
Clairmont	1,264 75
Claresholm	6,273 38
Clivale	277 43
Clive	2,613 40
Clover Bar	429 47
Cluny	2,275 03
Clyde	1,368 02
Coaldale	2,818 53
Coalhurst	2,440 23
Coalspur	1,179 01
Cochrane	2,613 81
Coleman	6,043 27
Coleridge	678 45
Colinton	736 71
Commerce	605 56
Compeer	1,660 88
Condor	440 79
Consort	2,456 44
Coronation	6,621 56
Coutts	892 00
Cowley	1,646 39
Craigmyle	3,624 86
Cremona	310 76
Crossfield	3,215 51
Czar	2,375 65
Dalemead	582 44
Dalroy	404 95
Dapp	521 56
Darwell	161 69
Daysland	3,852 10
Delburne	2,312 73
Delia	4,171 88
Dewberry	252 16
De Winton	523 43
Diamond City	525 56
Didsbury	6,575 42
Dinant	530 87
Donalda	2,777 59
Donnelly	549 54
Dorenlee	250 00
Drumheller	18,608 84
Duchess	1,987 71
Duffield	555 02
Duhamel	581 91
Dunstable	285 18
Durlingville	287 24
Duvernay	190 91
Eckville	1,855 20
Edberg	912 98
Edgerton Station	3,035 09
Edmonton	*443,879 68
*Divided as follows:—	
Head Office	351,696 93
Sub-office No. 1	14,338 20
Sub-office No. 2	353 06
Sub-office No. 3	7,996 85
Sub-office No. 4	565 03
Sub-office No. 5	124 35
Sub-office No. 6	345 51
Sub-office No. 7	103 95
Sub-office No. 8	34 65
Sub-office No. 9	101 49
Sub-office No. 10	30,299 65
Sub-office No. 11	4,644 17
Sub-office No. 12	659 61
North Edmonton	7,142 36
Strathcona	23,581 16
West Edmonton	1,892 71
Edson	4,399 59
Edwand	486 50
Egremont Station	269 21
Elk Point	971 28
Elnora	2,013 22
Empress	4,016 18
Enchant	990 33
Enilda	224 91
Ensign	325 45
Entrance	324 62
Entwistle	1,017 57
Erskine	2,113 82
Etzikom	1,208 49
Evansburgh	1,311 14
Evarts	416 58
Excel	694 25
Exshaw	842 39
Eyremore	676 50
Fabyan	276 49
Falder	879 64
Fallis	469 93
Falun	198 16
Favor	164 09
Fawcett	396 50
Federal	212 47
Fedorah	89 03
Fenn	257 20
Ferintosh	1,553 82
Fishburn	108 45
Fleet	606 83
Foremost	2,372 76
Forestburg	1,998 00
Fort McMurray	968 84
Fort Saskatchewan	5,584 83

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Alberta—*Continued*

Name of Office	Revenue $ cts.
Frank	639 81
Freedom	336 43
Gadsby	2,579 15
Gainford	321 63
Galahad	1,557 37
Gem	421 69
Ghost Pine Creek	355 84
Gibbons Station	603 59
Girouxville	82 56
Gleichen	6,002 11
Glenevis	263 25
Glenwoodville	272 82
Golden Spike	43 49
Grainger Station	478 63
Grande Prairie	8,645 33
Granum	2,789 50
Grassy Lake	1,242 53
Green Court	953 82
Greenshields	291 16
Griffin Creek	345 70
Grouard	833 85
Gunn	320 75
Gwynne	1,087 70
Halkirk	2,215 56
Hanna	10,231 72
Hardieville	603 74
Hardisty	3,749 12
Hay Lakes	862 37
Haynes	432 41
Hayter	1,228 84
Heath	692 90
Heisler	1,117 29
Hespero	397 45
High Prairie	1,243 34
High River	8,451 34
Hilda	540 91
Hillcrest Mines	2,243 24
Holden	2,132 40
Hughenden	2,239 70
Hussar	1,781 30
Hutton	171 86
Huxley	1,560 45
Iddesleigh	431 55
Innisfail	7,013 24
Innisfree	2,521 54
Irma	2,737 37
Iron Springs	215 68
Irricana	1,729 67
Irvine	2,172 32
Islay	3,156 45
Jarrow	722 39
Jarvie	421 60
Jasper	2,115 53
Jenner	1,775 20
Junkin	740 01
Kathyrn	389 75
Kelsey	495 25
Keoma	375 76
Killam	4,841 39
Kingman	639 57
Kinsella	1,193 90
Kinuso	707 99
Kipp	157 89
Kircaldy	235 12
Kirriemuir	848 43
Kitscoty	3,252 16
Knee Hill Valley	364 49
Lac la Biche Station	2,159 17
Lacombe	12,546 68
Lac Ste. Anne	209 75
Lafond	203 67
Lake Saskatoon	857 63
Lamont	3,677 68
Lamoureux	61 65
Landonville	232 22
Lanfine	967 81
Langdon	1,166 33
Lavoy	1,328 47
Lea Park	317 53
Leduc	5,920 63
Leedale	293 39
Legal	1,497 65
Legoff	119 15
Leo	262 58
Leslieville	903 67
Lethbridge	*68,226 76
*Divided as follows:—	
Head Office	64,719 18
Sub-office No. 1	3,507 58
Lomond	1,932 35
Lone Butte	252 33
Lougheed	3,542 56
Lousana	1,094 25
Lovettville	212 90
Loyalist	811 68
Lucky Strike	256 17
Lundbreck	1,174 59
McLennan	725 26
McLeod Valley	240 67
Macleod	10,191 24
Magnolia	308 73
Magrath	3,723 00
Makepeace	184 21
Maleb	297 61
Mannville	3,887 15
Manyberries	1,474 47
Markerville	840 41
Marlboro	494 71
Maybutt	532 94
Mayerthorpe	751 48
Mayton	277 46
Medicine Hat	48,585 30
Meeting Creek	814 96
Metiskow	1,303 55
Michichi	922 58
Midlandvale	751 47
Midnapore	532 92
Milk River	1,962 18
Millarville	223 51
Millet	2,290 80
Millicent	414 73
Milo	454 42
Minburn	1,586 91
Mirror	1,956 57
Mirror Landing	411 35
Monarch	312 28
Monitor	2,880 73
Morinville	2,413 93
Morningside	282 03
Morrin	1,742 06
Mountain Park	1,970 85
Mountain View	273 46
Mundare	3,521 55
Munson	2,440 26
Myrnam	212 24
Nacmine	912 98
Namaka	999 71
Namao	220 95
Nanton	4,838 79
Nemiskam	443 00
Nevis	531 40
New Dayton	1,155 67

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Alberta—*Continued*

Name of Office	Revenue $ cts.
New Norway	1,732 90
New Sarepta	305 55
Nightingale	366 72
Nobleford	2,843 46
Nordegg	3,781 62
North Bank	86 06
North Cooking Lake	222 05
Ohaton	870 73
Okotoks	3,492 63
Olds	8,751 45
Onoway	1,387 90
Opal	333 13
Orion	1,054 23
Oyen	5,433 76
Pakan	181 14
Pakowki	155 07
Pandora	223 44
Paradise Valley	138 53
Parkland	1,033 91
Passburg	164 29
Patricia	1,116 75
Peace River	7,154 26
Peers	237 88
Penhold	1,841 59
Perryvale	302 67
Phillips	222 07
Pibroch	462 17
Picardville	702 04
Picture Butte	156 00
Pincher Creek	6,192 22
Pincher Station	577 22
Pine Bluff	46 94
Pine Lake	446 47
Plamondon	414 75
Pocahontas	205 65
Pollockville	988 09
Ponoka	6,530 54
Priddis	250 02
Provost	5,551 18
Prudens Crossing	316 53
Purple Springs	601 75
Queenstown	104 53
Radway Centre	1,036 94
Ranfurly	1,077 76
Raymond	3,815 15
Redcliffe	3,739 92
Red Deer	19,974 64
Redland	566 93
Redwater	408 97
Red Willow	875 30
Reid Hill	216 91
Retlaw	1,555 17
Ribstone	801 98
Richdale	1,342 58
Rife	259 41
Rimbey	2,901 96
Rivière Qui Barre	288 21
Rochester	546 11
Rochfort Bridge	602 74
Rockyford	2,866 63
Rocky Mountain House	4,151 09
Rosalind	759 92
Rosebud Creek	2,103 06
Rosedale	796 89
Rosedale Station	678 25
Rose Lynn	270 98
Rosemary	600 91
Rosevear	253 91
Round Hill	710 70
Rowley Station	1,235 21
Royeroft	222 45
Rumsey	1,890 74
Rusylvia	147 97
Ryley	2,147 12
St. Albert	1,412 17
St. Lina	305 99
St. Paul de Métis	4,845 25
St. Vincent	411 34
Sangudo	1,177 46
Sawridge	445 69
Scollard	484 00
Scotfield	343 60
Sedgewick	4,440 42
Seven Persons	867 08
Sexsmith	1,758 85
Shandro	382 64
Sheerness	437 09
Shepard	369 37
Sibbald	2,250 23
Sion	249 29
Skiff	294 50
Smoky Lake	1,711 39
Spirit River	2,598 36
Spring Coulee	698 30
Spruce Grove	694 67
Standard	2,337 65
Stanmore	1,290 77
Stavely	3,194 28
Stettler	10,861 14
Steveville	687 10
Stirling	535 37
Stony Plain	3,249 98
Strathmore	4,218 80
Strome	2,517 82
Styal	182 09
Suffield Station	1,125 33
Sundre	476 41
Sunnynook	1,271 42
Sunnyslope	547 82
Swalwell	1,569 09
Sylvan Lake	1,782 06
Taber	7,817 01
Tawatinaw	739 84
Tees	684 86
Telfordville	302 29
Thelma	209 38
Therien	263 14
Thorhild	514 17
Three Hills	4,914 57
Throne	257 46
Tofield	4,673 96
Travers	1,153 70
Trochu	3,848 30
Tudor	299 24
Twin Butte	316 54
Vauxhall	897 14
Vegreville	10,066 09
Venice	171 21
Vermilion	10,693 64
Veteran	2,843 17
Viking	4,553 33
Villeneuve	324 79
Vilna	1,040 44
Vimy	344 82
Vulcan	6,272 31
Wabamun	680 44
Wainwright	6,504 86
Walsh	1,099 86
Warner	2,210 69
Warspite	288 07
Waskatenau	1,076 98
Water Glen	237 37

Gross Postal Revenue of Accounting Offices—*Continued*

Province of Alberta—*Concluded*

Name of Office	Revenue $ cts.
Waterhole	1,283 75
Watts	337 05
Wayne	3,474 04
Westerose	229 08
Westlock	2,959 42
Wetaskiwin	15,586 08
White Court	591 58
Whitla	621 95
Wimborne	143 15
Winnifred	1,419 95
Winterburn	316 40
Woolford Station	521 37
Wrentham	509 04
Yeoford	330 94
Youngstown	6,106 61
Non-accounting Post Offices	60,839 10
	1,997,607 56
Less—Value of Postage Stamps affixed to Postal Notes	1,444 44
	1,996,163 12

Province of British Columbia

Abbottsford	4,637 60
Adelphi	328 97
Agassiz	2,633 67
Agerton	305 61
Ainsworth	426 89
Alberni	2,789 24
Albion	216 24
Aldergrove	1,226 21
Alert Bay	1,934 20
Aleza Lake	165 74
Allenby	351 14
Alice Arm	758 45
Alta Vista	769 05
Anyox	5,287 08
Appledale	367 19
Ardley	477 44
Armstrong	8,861 69
Arrowhead	1,137 60
Arrow Park	354 46
Ashcroft	4,735 26
Athalmer	557 62
Atlin	1,084 01
Balfour	304 00
Bamfield	1,063 50
Barkerville	471 82
Barnet	220 86
Barrière	557 94
Baynes Lake	749 86
Beaton	228 65
Beaverdell	246 07
Beaver Point	212 38
Bella Bella	558 22
Bella Coola	884 21
Bevan	622 01
Blubber Bay	335 94
Blue River	1,409 12
Boston Bar	337 77
Boswell	381 57
Boundary Falls	53 84
Bowen Island	427 58
Brackendale	269 74
Bradner	606 75
Bridesville	606 50
Britannia Beach	1,737 65
Brookmere	307 90
Buckley Bay	187 41
Bull River	862 21
Burnaby Lake	893 01
Burns Lake	1,719 98
Burton	579 40
Cadboro Bay	851 47
Campbell River	1,557 61
Camp Lister	443 56
Canford	276 89
Canoe	422 14
Carmi	278 68
Cascade	692 11
Cassidy	1,507 33
Castlegar	848 05
Cawston	351 74
Cedarvale	209 31
Celista	152 49
Chase	2,783 72
Chemainus	2,337 10
Chilliwack	15,276 48
Clayburn	1,309 27
Clayoquot	193 49
Clinton	1,390 78
Cloverdale	3,998 68
Coal Creek	699 60
Coalmont	1,368 24
Cobble Hill	2,079 66
Coughlan	452 96
Colquitz	378 58
Colwood	1,134 00
Comox	1,257 47
Coombs	607 08
Corbin	1,140 72
Cortez Island	230 23
Country Line	267 12
Courtenay	6,639 31
Cowichan Lake	1,202 71
Cowichan Station	1,578 63
Cranbrook	18,034 40
Crawford Bay	299 72
Crescent	302 85
Crescent Valley	340 39
Creston	4,632 60
Crofton	472 73
Crow's Nest	682 64
Cumberland	7,692 17
Denman Island	472 30
De Roche	596 96
Dewdney	764 64
Discovery	436 36
Dome Creek	258 24
Duncan Station	15,167 65
Earl's Road	630 19
East Arrow Park	145 27
East Wellington	371 44
Eburne	1,802 26
Edgewood	770 45
Egmont	93 11
Elko	606 50
Endako	506 68
Enderby	5,269 51

Gross Postal Revenue of Accounting Offices—*Continued*

Province of British Columbia—*Continued*

Name of Office	Revenue $ cts.
Erickson	692 39
Erie	437 05
Errington	521 90
Extension	377 39
Fairview	600 95
Fauquier	156 25
Ferguson	182 10
Fernie	17,657 81
Fern Ridge	147 25
Field	2,058 13
Flagstone	291 77
Fort Fraser	1,020 95
Fort George	392 52
Fort Steele	795 65
François Lake	452 46
Fraser Mills	1,188 95
Fruitvale	613 24
Galiano	533 98
Ganges	1,980 45
Genoa Bay	551 02
Georgetown Mills	244 96
Gibson Landing	1,325 24
Giscome	373 15
Glacier	1,655 21
Golden	5,328 53
Grand Forks	8,636 32
Granite Bay	111 34
Greenwood	2,846 04
Grindrod	459 69
Hagensborg	307 42
Harrison Hot Springs	437 09
Harrop	388 86
Hatzic	1,645 07
Haysport	313 39
Hazelton	2,103 53
Headquarters	600 45
Hedley	1,849 18
Heffley Creek	266 47
Heriot Bay	348 84
Hillbank	297 04
Hilliers Crossing	397 20
Holberg	97 55
Hollyburn	1,813 27
Hope	1,652 91
Hosmer	94 21
Houston	405 52
Huntingdon	846 59
Hutton Mills	374 60
Invermere	1,650 37
Inverness	366 98
Ioco	1,359 38
Irvine's Landing	679 74
Jaffray	728 32
James Island	736 38
Joyce	1,093 15
Jubilee Station	1,421 82
Kaledon	195 90
Kamloops	31,275 92
Kaslo	3,653 09
Keating	189 13
Keefers	279 20
Kelowna	21,633 81
Keremeos	2,198 16
Kerrisdale	6,549 34
Kildonan	385 63
Kimberley	2,010 64
Kingcome Inlet	394 47
Kitchener	501 99
Kitwanga	316 71
Koksilah	313 04
Lac la Hache	237 12
Ladner	4,719 02
Ladysmith	7,134 76
Lake Hill	308 41
Langford Station	456 72
Langley Fort	902 56
Langley Prairie	3,116 68
Lasqueti	168 29
Lillooet	1,625 40
Lower Nicola	318 37
Lucerne Station	1,054 77
Lumby	1,132 59
Lund	607 38
Lynn Creek	1,630 35
Lytton	1,665 42
McBride	1,271 21
McKay	1,604 29
Magna Bay	224 49
Maillardville	797 91
Malakwa	560 22
Mara	491 20
Marigold	385 46
Marpole	3,138 51
Marysville	120 34
Massett	349 66
Matsqui	1,153 06
Mayne	720 78
Merritt	6,862 52
Merville	510 39
Metchosin	541 63
Michel	2,350 95
Midway	799 64
Mill Bay	106 63
Milner	874 57
Milne's Landing	287 33
Mission City	6,767 13
Mount Lehman	670 76
Mount Olie	303 50
Moyie	370 92
Murrayville	1,047 82
Myrtle Point	581 64
Nakusp	2,610 75
Namu	361 15
Nanaimo	27,070 72
Nanoose Bay	688 96
Naramata	1,364 66
Natal	1,692 33
Needles	367 83
Nelson	41,164 96
New Denver	2,098 28
Newgate	307 19
New Hazelton	440 04
Newton Station	670 39
New Westminster	*62,010 12
*Divided as follows:—	
Head Office	54,604 82
Sub-office No. 2	1,135 89
Central Park	1,522 67
East Burnaby	504 75
Edmonds	2,429 29
Queensborough	136 46
Sapperton	1,676 24
Nicola	396 98
North Bend	947 74
Northfield	269 05
North Fort St. John	69 01
North Lonsdale	1,295 67
North Vancouver	*15,352 51
*Divided as follows:—	
Head Office	13,892 07
Sub-office No. 1	1,460 44
Notch Hill	889 62

Gross Postal Revenue of Accounting Offices—*Continued*

Province of British Columbia—*Continued*

Name of Office	Revenue $ cts.
Ocean Falls	5,857 78
Okanagan Centre	956 41
Okanagan Falls	406 43
Okanagan Landing	924 41
Okanagan Mission	960 00
Oliver	1,573 10
150 Mile House	729 51
Owl Creek	430 60
Oyama	794 46
Pacific	291 75
Parksville	2,321 70
Peachland	1,888 29
Pender Island	601 10
Penny	220 52
Penticton	19,965 58
Perry Siding	534 74
Pitt Meadows	546 72
Point Grey	578 42
Port Alberni	4,669 48
Port Alice	1,626 17
Port Clements	223 05
Port Coquitlam	2,735 60
Port Essington	1,145 21
Port Hammond	3,111 79
Port Haney	3,509 59
Port Hardy	498 55
Port Kells	398 59
Port Mann	614 10
Port Moody	2,378 68
Port Simpson	537 76
Port Washington	295 31
Pouce Coupé	1,178 10
Powell River	5,990 65
Prince George	9,142 25
Prince Rupert	34,515 22
Princeton	3,701 89
Pritchard	438 64
Proctor	918 14
Qualicum Beach	1,527 46
Quathiaski Cove	579 37
Quatsino	725 67
Queen Charlotte	298 16
Queen's Bay	217 79
Quesnel	4,863 78
Quilchena	177 64
Red Gap	627 64
Revelstoke	12,244 64
Riondel	291 88
Riske Creek	397 40
River's Inlet	448 70
Robson	450 26
Rock Bay	722 95
Rock Creek	622 82
Rolla	662 86
Rosedale	895 16
Rossland	8,461 52
Royal Oak	1,712 27
Royston Station	298 64
Ruskin	441 25
Rutland	763 56
Salmo	910 09
Salmon Arm	9,613 35
Salt Spring Island	923 67
Sandon	988 87
Sandwick	563 49
Sardis	3,342 45
Saturna	399 56
Savona	604 61
Sayward	362 07
Sechelt	849 26
70 Mile House	114 65
Seymour Arm	151 01
Shawnigan Lake	1,497 39
Shuswap	218 04
Sicamous	1,719 21
Sidney	3,625 58
Silverdale	389 04
Silverton	1,075 59
Simoom Sound	305 83
Skeena Crossing	112 78
Slocan	1,029 80
Smithers	4,192 01
Sointula	444 13
Somenos	297 52
Sooke	691 94
Sorrento	659 81
South Bulkeley	268 25
South Fort George	953 06
South Salt Spring	312 46
South Slocan	378 30
South Wellington	1,068 69
South Westminster	193 82
Spences Bridge	649 43
Sperling Station	304 46
Squamish	1,796 08
Stave Falls	866 31
Steveston	3,295 37
Stewart	1,300 33
Sullivan Station	350 83
Summerland	5,097 41
Surf Inlet	1,161 20
Surrey Centre	662 83
Swanson Bay	1,204 84
Tappen	622 71
Telkwa	1,795 30
Terrace	2,330 80
Thurlow	394 85
Tod Inlet	542 78
Tofino	480 29
Trail	11,288 21
Tranquille	1,839 98
Trout Lake	255 92
Tulameen	295 04
Turgoose	881 91
Ucluelet	494 78
Union Bay	2,138 66
Usk	503 18
Vananda	589 75
Vancouver	*960,131 01
*Divided as follows:—	
Head Office	662,878 15
Station B	62,997 08
Station C	8,798 20
Station D	10,918 19
Sub-office No. 1	3,820 50
Sub-office No. 3	28,913 56
Sub-office No. 4	740 93
Sub-office No. 5	6,151 24
Sub-office No. 6	6,142 05
Sub-office No. 7	7,899 41
Sub-office No. 8	11,644 28
Sub-office No. 9	1,494 38
Sub-office No. 10	2,247 83
Sub-office No. 12	6,527 58
Sub-office No. 15	3,034 27
Sub-office No. 16	825 19
Sub-office No. 17	18,643 50
Sub-office No. 18	11,783 50
Sub-office No. 19	31,981 00
Sub-office No. 20	2,470 24
Sub-office No. 21	1,834 13
Sub-office No. 22	1,484 29

Gross Postal Revenue of Accounting Offices—*Continued*

Province of British Columbia—*Concluded*

Name of Office	Revenue $ cts.
Vancouver—*Concluded*	
Sub-office No. 25	45,221 44
Adela	2,210 29
Britcola	316 94
Cedar Cottage	2,343 44
City Heights	4,184 35
Collingwood East	2,056 38
Fraser Avenue	1,366 18
Grimmett	460 72
Hastings	437 44
Janes Road	557 19
North Arm	746 00
South Hill	4,286 25
Sunnydene	1,632 19
Vancouver Heights	696 50
Winnot	386 20
Vanderhoof	2,382 00
Vernon	32,371 65
Vicosa	263 35
Victoria	*252,980 05
*Divided as follows:—	
Head Office	226,277 57
Sub-office No. 1	1,532 60
Sub-office No. 2	1,264 80
Sub-office No. 3	3,870 25
Sub-office No. 4	1,614 88
Sub-office No. 5	1,763 96
Sub-office No. 6	1,694 00
Sub-office No. 7	2,269 13
Sub-office No. 8	774 80
Sub-office No. 9	753 00
Sub-office No. 10	408 00
Sub-office No. 11	243 60
Sub-office No. 12	3,758 20
Sub-office No. 19	433 26
Beaumont	2,294 73
Esquimalt	745 61
Thoburn	2,339 78
Tillicum	500 22
Willow Park	441 66
Waldo	1,169 41
Waleach	401 97
Walhachin	598 64
Waneta	358 50
Wardner	971 30
Wattsburg	1,219 37
Webster's Corners	241 52
Wellington	1,705 62
Westbank	737 24
West Grand Forks	526 46
Westholme	890 80
West Summerland	5,547 09
Whaletown	499 14
White Rock	2,664 09
Whonnock	915 47
William's Lake	1,717 60
Wilmer	538 96
Windermere	198 78
Winlow	404 30
Woodfibre	1,308 95
Wycliffe	1,077 86
Wynndel	739 10
Yahk	1,629 41
Yale	530 04
Ymir	527 30
Non-accounting Post Offices	60,537 67
	2,102,176 87
Less—Value of Postage Stamps affixed to Postal Notes	1,519 62
	2,100,657 25

Yukon

Carcross	572 76
Carmacks	180 29
Dawson	6,740 02
Hunker	143 18
White Horse	2,888 69
Non-accounting Post Offices	1,478 40
	12,003 34
Less—Value of Postage Stamps affixed to Postal Notes	8 68
	11,994 66
Dead Letter Office	728 06

REVENUE OF NON-ACCOUNTING POST OFFICES

REVENUE Collected by Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the year ended March 31, 1922.

Name of Post Office	Province	Revenue $ cts.	Name of Post Office	Province	Revenue $ cts.
Abbeville	Man	70 00	Alençon	P.Q.	59 00
Abee	Alberta	182 25	Alert (opened 5-1-22)	Ont.	22 00
Abenakis	P.Q.	125 00	Alexandria	B.C.	150 94
Abenakis Springs	P.Q.	265 00	Alexandrina	N.B.	30 00
Aberdeen	N.S.	55 00	Alexis Creek	B.C.	335 95
Aberfeldy	Ont.	135 80	Alford	Sask.	47 50
Abilene	Alberta	86 00	Alice	Ont.	125 55
Abney, Lot 64	P.E.I.	137 50	Alingly	Sask.	168 09
Abram River	N.S.	50 00	Alkali Lake	B.C.	93 50
Acaciaville	N.S.	450 80	Allainville	N.B.	52 00
Acadie	N.B.	64 63	Allan Hills	Sask.	48 75
Acadie Siding	N.B.	83 69	Allandale	N.B.	36 00
Ada	Sask.	68 50	Allantea	Man.	6 00
Adair	Sask.	160 00	Allan's Corners	P.Q.	139 50
Adams	Sask.	110 00	Allan Water	Ont.	244 41
Adams Lake	B.C.	76 00	Allard	P.Q.	87 00
Adderley	P.Q.	39 50	Allegra	Man.	35 00
Addington Forks	N.S.	52 00	Allendale	N.S.	463 45
Adelard (closed 11-7-21)	Ont.	13 94	Allen Grove	B.C.	29 85
Aden	Alberta	125 30	Allen's Mills	P.Q.	83 60
Admaston	Ont.	174 94	Allerston	Alberta	91 10
Admiral Rock	N.S.	52 50	Allsaw	Ont.	41 56
Advance	Ont.	20 00	Alma	N.S.	299 04
Afton	N.S.	391 25	Alma	P.E.I.	394 55
Afton Station	N.S.	95 50	Almasippi	Man.	20 00
Agapit	N.B.	14 00	Almaville	P.Q.	412 38
Agardsley	Man.	29 10	Alpha	Sask.	56 25
Aguanish	P.Q.	32 75	Alpine Ridge	N.S.	11 50
Ahmic Lake	Ont.	54 95	Alport	Ont.	56 70
Ahousat	B.C.	130 25	Alta Lake	B.C.	274 02
Ainslie Glen	N.S.	21 00	Alticane	Sask.	37 00
Ainslie Point	N.S.	17 00	Alton	N.S.	235 45
Aiyansh	B.C.	107 36	Alvena	Sask.	35 00
Akra	Sask.	27 50	Alvin	B.C.	144 30
Alainbourg	P.Q.	23 50	Amaranth Station	Ont.	90 85
Alaindale	P.Q.	67 75	Amateur	P.Q.	30 00
Alamo	B.C.	133 00	Amelia	Sask.	98 00
Alba	N.S.	60 00	Amherst Point	N.S.	60 50
Albas	B.C.	64 00	Amirault Hill	N.S.	235 00
Alba Station (opened 1-6-21)	N.S.	105 95	Ammon	N.B.	20 00
Alberta Beach	Alberta	129 93	Amsbury	B.C.	94 00
Albert Bridge	N.S.	111 45	Amsterdam	Sask.	146 50
Albert Canyon	B.C.	261 00	Anagance Ridge	N.B.	6 00
Albertine	N.B.	221 00	Anderson	N.B.	50 10
Albert Mines	N.B.	310 00	Anfield	N.B.	84 71
Albert Mines	P.Q.	102 26	Ange Gardien, Est	P.Q.	42 75
Albert Park	Alberta	119 75	Angeline	P.Q.	180 77
Alberton	Ont.	118 50	Angle Lake	Alberta	208 15
Albertown	Sask.	105 50	Anglemont	B.C.	68 43
Albertville	P.Q.	231 80	Angouleme	P.Q.	52 60
Albion	P.E.I.	60 08	Anjou	P.Q.	173 45
Albion	Ont.	150 15	Annable	B.C.	47 00
Albion Ridge	Alberta	62 75	Annandale	N.S.	24 00
Alcida	N.B.	50 90	Annette	Sask.	98 50
Alcona	Ont.	115 92	Annidale	N.B.	214 75
Alcorn	N.B.	46 50	Anniehield	Sask.	13 25
Alderdale	Ont.	286 60	Anning	Alberta	69 14
Alder Point	N.S.	89 20	Anse au Griffon Est. (late Griffon Cove Est)	P.Q.	83 20
Alder River	N.S.	20 00	Anthony	Ont.	46 25
Aldershot	Ont.	572 55	Antigonish Harbour	N.S.	28 50
Aldersville	N.S.	124 00	Antigonish Har.(South Side)	N.S.	40 00
Alderville	Ont.	57 00	Antioch	Ont.	8 00
Alderwood	N.B.	35 00	Antrim	N.S.	20 00
Aldina	Sask.	35 00	Anvil Island	B.C.	31 25
Aldouane	N.B.	118 50			

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
AppleRiver	N.S.	401 07	Atlantic	N.S.	66 70
Aquadell	Sask.	32 00	Atlas	Sask.	161 00
Arabella	Sask.	12 90	Atnarko	B.C.	75 39
Arawana	Man.	25 00	Atwood's Brook	N.S.	174 25
Arbakka	Man.	134 65	Auburndale	N.S.	40 00
Arbeau	N.B.	23 00	Auburndale	Alberta	50 00
Arbor Vitae (opened 1-11-21)	Ont.	25 00	Auburnville	N.B.	125 50
Archibald	N.S.	66 00	Aubut	P.Q.	210 35
Archibald Settlement	N.B.	40 00	Audet	P.Q.	205 40
Archive	Sask.	382 98	Aulac	N.B.	311 49
Archydal	Sask.	167 00	Auld	Ont.	188 80
Ardbeg	Ont.	497 62	Auldgirth (late Black Pool)	B.C.	130 67
Ardenville	Alberta	34 00	Auld's Cove	N.S.	280 00
Ardenkenneth	Sask.	121 20	Autoroad	Sask.	59 00
Ardmore	Alberta	87 15	Auvergne	P.Q.	223 43
Ardness	N.S.	55 00	Avalon	Alberta	33 00
Ardsley	Sask.	22 25	Avery's Portage	N.B.	66 50
Argenta	B.C.	59 75	Avebury	Sask.	67 00
Argentenay	P.Q.	127 15	Avoca	P.Q.	245 35
Argyle	N.B.	149 50	Avola	B.C.	248 76
Argyle	N.S.	145 50	Avon	P.Q.	14 98
Argyle Head	N.S.	131 50	Avondale	N.S.	34 10
Argyle Sound	N.S.	145 75	Avondale Station	N.S.	176 65
Argyle South	N.S.	134 00	Avonhill	Sask.	10 00
Arisaig	N.S.	126 00	Avonport	N.S.	41 05
Arkell	Ont.	154 50	Axe Lake	Ont.	59 42
Arlington	N.S.	34 50	Aylsham (opened 1-8-21)	Sask.	32 67
Arlington West	N.S.		Aylesworth	Ont.	38 00
Armagh Station	P.Q.	257 10	Ayotte	P.Q.	12 50
Armdale	N.S.	*a*	Azilda	Ont.	204 00
Armitage	Ont.	131 69	Babineau	N.B.	15 00
Armley	Sask.	26 75	Baccaro	N.S.	218 14
Armorique (summer office)	P.Q.	Nil	Baddeck Bay	N.S.	43 00
Armstrong	P.Q.	117 00	Baddeck Bridge	N.S.	56 95
Armstrong's Brook	N.B.	47 60	Baddeck River, North Branch	N.S.	13 00
Armstrong's Corner	N.B.	201 03	Badger	Man.	240 50
Armstrong Station	Ont.	309 85	Badger Lake	Alberta	51 25
Arner	Ont.	440 95	Bagshot	Ont.	121 90
Arnes	Man.	290 70	Baie de la Trinite	P.Q.	97 25
Arnold	N.S.	65 20	Baie des Bacons	P.Q.	54 70
Arpin	P.Q.	12 50	Baie des Cedres	P.Q.	198 57
Arrandale	B.C.	88 49	Baie des Rochers	P.Q.	83 00
Arrowwood	Alberta	31 00	Baie d'Urfe, summer office	P.Q.	55 00
Arsenault	P.Q.	18 00	Baie Johan Beetz	P.Q.	60 01
Arthurville	P.Q.	94 20	Baie Ste Anne	N.B.	151 55
Artois	P.Q.	54 00	Baie St-Nicholas (closed 25-10-21)	P.Q.	
Arvilla	Alberta	47 40	Baintree	Alberta	244 21
Ash	Ont.	70 50	Baird	Ont.	109 87
Ashdad	Ont.	289 04	Bairdsville	N.B.	71 05
Ashdale	N.S.	15 00	Baker	B.C.	98 42
Ashfield	N.S.	15 00	Baker Settlement	N.S.	210 50
Ashkirk	Man.	13 00	Balaclava	Ont.	56 10
Ashley	Sask.	36 00	Bald Rock	N.S.	15 00
Ashmore	N.S.	139 35	Bala Park (summer office)	Ont.	160 00
Ash Point	N.B.	17 00	Baldwin	Ont.	202 85
Ashton Station	Ont.	87 40	Baleine	N.S.	5 00
Askilton	N.S.	31 25	Baljennie	Sask.	56 00
Asor	Sask.	437 77	Ballantine	Alberta	52 47
Aspdin	Ont.	239 00	Ballantyne's Cove	N.S.	140 90
Aspen	N.S.	87 50	Balla Philip	N.B.	24 50
Aspen Beach	Alberta	197 52	Ballinora	Sask.	50 00
Aspen Grove	B.C.	36 00	Balm	Alberta	11 00
Aspotogan	N.S.	88 00	Balmoral	Ont.	95 13
Asselin	P.Q.	14 00	Balmoral	N.S.	25 00
Aston Station	P.Q.	86 50	Balmoral Mills	N.S.	85 80
Astwood	Sask.	33 75	Balsam	Ont.	116 00
Atalante	P.Q.	69 00	Balsam Bay	Man.	66 75
Atchelitz	B.C.	204 50	Baltic	P.E.I.	82 90
Atkinson	Sask.	97 00			
Atlanta	N.S.	30 40			

a For revenue see under Halifax Sub-Office.

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Balvenie	Ont.	30 91	Battle Creek	Sask.	51 00
Bamberg	Ont.	302 00	Battle Ridge	Alberta	61 50
Bangs Falls	N.S.	45 95	Battle River Prairie	Alberta	41 40
Banks of Broad Cove	N.S.	17 00	Battle Valley	Sask.	29 70
Bannock	Sask.	378 09	Battleview	Alberta	72 00
Bannon	N.B.	17 00	Battrum	Sask.	830 75
Baptiste	Ont.	154 73	Baxter's Harbour	N.S.	28 58
Baraca	Alberta	42 65	Baxterville	Sask.	44 60
Barachois	N.B.	80 00	Bayard	P.Q.	33 35
Barachois Harbour	N.S.	96 00	Bayard Station	Sask.	233 10
Barachois Ouest	P.Q.	80 00	Bay du Vin	N.B.	786 00
Barbeau	Alberta	7 50	Bay du Vin Mills	N.B.	20 00
Barberton (closed 31-12-21)	N.S.	2 17	Bayer Settlement	N.S.	29 30
Bar de Cocagne	N.B.	54 00	Bayham	Ont.	156 80
Bardsville	Ont.	104 70	Bayfield	N.S.	163 00
Barich (closed 1-6-21)	Alberta	Nil	Bayhead	N.S.	282 00
Barker's Point	N.B.	146 60	Bay Road Valley	N.S.	20 00
Barkfield	Man.	39 65	Bayside	N.B.	129 04
Bark Lake	Ont.	56 25	Bay St. Lawrence	N.S.	97 61
Barkmere (summer office)	P.Q.	Nil	Bayswater	N.B.	55 50
Barkway	Ont.	157 00	Bayswater	N.S.	114 90
Barnard	P.Q.	72 00	Bayswater	Ont.	*b*
Barlochan	Ont.	100 10	Bayton	Man.	43 53
Barney River Station	N.S.	90 60	Bay View	N.S.	118 18
Barney's Brook	N.S.	5 86	Bay View	N.B.	69 01
Barney's River	N.S.	237 40	Beach Meadows	N.S.	216 30
Barnhart	Ont.	39 00	Beaconsfield	Man.	42 00
Barnhart Vale	B.C.	77 00	Beaconsfield	P.Q.	649 00
Barnesdale	Ont.	244 95	Bearberry	Alberta	95 30
Barnsville	N.B.	166 74	Bear Cave	Ont.	15 00
Barnston Island	B.C.	86 10	Bear Cove (Chéticamp)	N.S.	66 00
Barra Glen	N.S.	30 00	Bear Island (summer office)	Ont.	326 35
Barra Head	N.S.	54 00	Bear Line	Ont.	429 80
Barre	P.Q.	195 25	Bear Point	N.S.	173 01
Barren Hill	N.S.	21 00	Bear River East	N.S.	139 50
Barrett Lake	B.C.	54 25	Bear River	P.E.I.	252 10
Barrieau	N.B.	21 00	Bears Pass	Ont.	45 00
Barriefield	Ont.	97 40	Beaton Road	P.E.I.	22 00
Barrier Lake	Sask.	118 80	Beatonville	N.S.	29 00
Barrington	P.Q.	259 75	Beatrice	Ont.	104 00
Barrington West	N.S.	115 25	Beaudoin	P.Q.	15 00
Barrio's Beach	N.S.	94 00	Beaudoin Centre	P.Q.	70 00
Barry River	P.Q.	41 00	Beaufort	N.B.	138 75
Barry's Corner	N.S.	29 60	Beaulac	P.Q.	24 25
Barryvale	Ont.	153 80	Beaumont	P.Q.	231 10
Barryville	N.B.	30 50	Beaumont	N.B.	77 50
Bartholomew	N.B.	20 10	Beauport Est	P.Q.	73 00
Bartibog	N.B.	42 00	Beaconia (opened 8-8-21)	Man.	69 00
Bartibog Bridge	N.B.	132 45	Beaurepaire (summer office)	P.Q.	141 00
Bartibouge Station	N.B.	71 80	Beauséjour	P.Q.	97 50
Bartlettville	Alberta	8 50	Beausoleil	P.Q.	60 00
Barvas	Sask.	111 00	Beauval	Sask.	35 25
Bas de la Baie	P.Q.	54 80	Beauvallon	Alberta	79 65
Bas de l'Anse	P.Q.	74 80	Beaver	B.C.	211 20
Base Line Road	N.S.	34 00	Beaver Bank	N.S.	212 35
Baskatong	P.Q.	116 53	Beaver Bluff	Sask.	18 50
Bass Creek	Ont.	51 43	Beaver Brook	N.B.	25 00
Bassin du Lièvre	P.Q.	47 47	Beaver Brook Station	N.B.	86 50
Bass River Point	N.B.	71 17	Beaver Cove	N.S.	104 95
Basswood Ridge	N.B.	54 20	Beaver Creek	B.C.	41 20
Batchawana	Ont.	108 15	Beaver Crossing	Alberta	68 00
Bateston	N.S.	69 85	Beaver Dale	Sask.	38 25
Batesville (summer office)	P.Q.	58 00	Beaver Harbour	N.S.	123 30
Bathgate	Alberta	25 00	Beaver Lake	B.C.	119 59
Bath Road	Ont.	*a*	Beaver Lake	Alberta	30 00
Bathurst Mines	N.B.	160 10	Beaver River	N.S.	247 00
Batiscan Station	P.Q.	531 00	Beazer	Alberta	65 25
Batoche	Sask.	120 00	Bechard	Sask.	261 22
Battle Bend	Alberta	150 80	Beckenham	Sask.	36 00

a For revenue see under Kingston sub-offices.
b For revenue see under Ottawa sub-offices.

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Beckville	Man.	24 00	Bernier	P.Q.	12 89
Beddington	Alberta	229 95	Berny	Alberta	22 00
Bedell	Ont.	8 00	Berriedale (closed 30-9-21)	Ont.	33 34
Bedfordville	Sask.	44 00	Berry Hill	N.S.	27 50
Bedworth	Ont.	75 00	Berryer	P.Q.	127 23
Beach Hill	N.S.	30 00	Berry Mill Station	N.B.	103 41
Beech Hill Farms	N.S.	48 75	Berrymoor	Alberta	75 65
Beech Lane	Ont.	16 00	Berthe	P.Q.	10 00
Beechmont	N.S.	9 00	Berton	Man.	414 00
Beechmont North	N.S.	12 00	Bertrand	N.B.	56 00
Beechville	N.S.	20 55	Bérubé	P.Q.	53 90
Beechwood (closed 1-6-21)	N.S.	Nil	Berwick West	N.S.	18 95
Beersville	N.B.	103 25	Bestville	Sask.	179 00
Bégin	P.Q.	42 30	Bestwick	B.C.	41 50
Bekevar	Sask.	16 00	Bethesda	Ont.	170 00
Belanger	Sask.	23 00	Bethnal	Ont.	228 25
Belbeck	Sask.	224 14	Beulah	N.B.	81 20
Belbutte	Sask.	174 00	Betsiamites	P.Q.	329 90
Belcourt	Man.	23 25	Bewdley	Ont.	294 25
Bellavance	P.Q.	109 60	Beynes	Sask.	36 00
Bellcamp	Alberta	37 75	Bezanson	Alberta	124 00
Belle Anse	P.Q.	181 70	Bickerdike	Alberta	121 32
Belle Côte	N.S.	174 30	Bickle	B.C.	30 50
Belle Creek	P.E.I.	240 40	Bickford	Ont.	223 85
Belledune	N.B.	260 00	Bideford	P.E.I.	146 35
Belledune River	N.B.	109 25	Bickleigh	Sask.	61 00
Bellefeuille	P.Q.	32 50	Bield	Man.	358 10
Bellefleur	N.B.	48 00	Bifrost	Man.	23 00
Bellefontaine	N.S.	50 00	Big Bank	N.S.	65 60
Bellegarde	Sask.	83 00	Big Bar Creek	B.C.	44 00
Belleisle Creek	N.B.	718 00	Big Beach	N.S.	111 10
Belle Marche	N.S.	81 75	Big Brook	N.S.	14 00
Belleview	Man.	254 00	Big Cedar Point (summer office)	Ont.	49 50
Belleville	N.B.	50 50	Big Creek	B.C.	79 00
Belleville	N.S.	272 00	Bigelow	Ont.	92 93
Belleville North	N.S.	120 00	Bigford	Sask.	69 50
Belleville South	N.S.	55 00	Big Fork	Ont.	160 75
Belley	P.Q.	10 00	Bigger Ridge	N.B.	119 50
Bellhampton	Man.	29 25	Big Glen	N.S.	31 00
Bellingham	Ont.	80 75	Big Harbour	N.S.	13 00
Belliveau Village	N.B.	25 00	Big Harbour Centre	N.S.	27 55
Bell Mills	N.B.	17 70	Big Harbour Island	N.S.	15 00
Bell Mount	P.Q.	56 50	Big Intervale (Cape North)	N.S.	20 25
Belloni	N.S.	180 75	Big Intervale (Margaree)	N.S.	42 00
Bell Rapids	Ont.	69 00	Big Island	N.S.	45 60
Bellrock	Ont.	94 00	Big Lake	Ont.	133 00
Bellshill	Alberta	48 00	Big Lorraine	N.S.	28 01
Belmina	P.Q.	22 00	Big Marsh	N.S.	15 00
Belmore	Ont.	175 30	Big Meadow	N.S.	47 80
Belvedere	Alberta	316 71	Big Muddy	Sask.	84 50
Belvoir	Sask.	51 50	Big Pond	N.S.	139 48
Benacadie	N.S.	53 25	Big Pond Centre	N.S.	64 80
Benacadie Pond	N.S.	18 75	Big Port L'Hébert	N.S.	49 50
Bénard	Man.	116 00	Big Prairie	Alberta	178 15
Benbecula	Sask.	28 50	Big Ridge	N.S.	21 50
Ben Eoin	N.S.	41 00	Big Ridge South	N.S.	35 90
Benjamin's Mills	N.S.	24 50	Big Spring	Alberta	53 70
Benjamin River	N.B.	168 00	Big Stick Lake	Sask.	159 25
Ben Lomond	N.B.	63 25	Big Stone	Alberta	107 30
Bennett	P.Q.	53 02	Bigwin Island (summer office)	Ont.	1222 00
Benton Siding (re-opened 16-5-21)	B.C.	115 10	Big Woody	Man.	14 20
Bent River	Ont.	69 75	Billimun	Sask.	29 00
Berens River	Man.	129 75	Bingley	Alberta	25 90
Bergen	Alberta	115 61	Bingville	Alberta	122 75
Bergeron	P.Q.	50 00	Birchbank	B.C.	172 50
Bergfield	Sask.	7 05	Birch Bay	Man.	102 50
Bergland	Ont.	382 00	Birch Brook	N.S.	31 00
Berlo	Man.	34 10	Birch Island	B.C.	147 64
Bernard	Sask.	64 50	Birch Lake (re-opened 7-9-21)	Sask.	34 50

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Birch Plain	N.S.	23 20	Blue Cove	N.B.	53 90
Birch Ridge	N.B.	30 00	Blue Mountain	N.S.	174 00
Birch Siding	N.B.	41 90	Blue Mountain Bend	N.B.	61 08
Birchtown	N.S.	155 00	Blue Rock	N.S.	234 55
Birchwood	N.S.	20 50	Bluesky	Alberta	529 80
Bird River	Man.	26 25	Blue's Mill	N.S.	65 80
Birdsalls	Ont.	158 40	Bluff Creek	Man.	132 00
Birdtail	Man.	164 42	Boakview	Ont.	80 00
Bird's Creek	Ont.	145 30	Bobs Lake	Ont.	70 55
Birdsholm	Alberta	119 80	Bocage	P.Q.	32 80
Birken	B.C.	74 00	Bodhan	Man.	40 00
Birkendale	Ont.	288 15	Bogart	Ont.	124 45
Birmingham	Sask.	139 55	Boggy Creek	Man.	90 99
Bisaillon	P.Q.	77 60	Boian	Alberta	35 00
Bishop Landing	B.C.	10 75	Boisdale	N.S.	184 10
Bishopville	N.S.	11 20	Bois Franc	P.Q.	188 50
Bismark	Alberta	20 50	Boishébert	N.B.	33 00
Bjorkdale	Sask.	115 84	Boivin	P.Q.	26 27
Black Avon	N.S.	38 00	Bold Point	B.C.	64 28
Black Brook	N.S.	50 00	Bolger Bridge (summer office)	Ont.	1,449 31
Blackburn	Ont.	124 43	Bolingbrooke	Ont.	109 00
Blackburn Mine	P.Q.	13 00	Bolkow	Ont.	263 85
Blackdale	Man.	140 50	Bon Accord	N.B.	52 50
Black Donald	Ont.	10 00	Bon Air (summer office)	Ont.	96 00
Blackett's Lake	N.S.	9 00	Bonaventure East	P.Q.	401 96
Black Hawk	Ont.	237 05	Bonaventure Island	P.Q.	40 00
Black Heath	Ont.	286 00	Bon Désir	P.Q.	58 00
Black Hills	Yukon	4 50	Bon Echo (summer office)	Ont.	89 00
Black Land	N.B.	209 00	Bonheur (closed 19-4-21)	Ont.	Nil
Blackloam (closed 1-6-21)	B.C.	Nil	Bonlea	Alberta	42 01
Black Pines	B.C.	27 00	Boninville	Ont.	111 85
Black Point	N.B.	204 35	Bonnechère	Ont.	70 00
Black Point, Halifax	N.S.	282 00	Bonne Espérance	P.Q.	50 00
Black Point, Queens	N.S.	67 50	Bonne Madone	Sask.	91 80
Black Pool (opened 1-5-21)	B.C.	144 00	Bonney River Station	N.B.	458 15
Black River, Northumberland	N.B.	58 50	Bonnie Doon	Man.	40 00
Black River, St. John	N.B.	45 00	Bonnie Glen	Alberta	18 00
Black River Bridge	N.B.	161 00	Bonnington Falls	B.C.	209 50
Black Rock, Cumberland	N.S.	6 00	Bon Secours	N.B.	59 10
Black Rock	N.B.	41 50	Boom Road	N.B.	185 00
Black Rock, Victoria	N.S.	25 00	Bosse	N.B.	15 50
Blacks Harbour	N.B.	957 10	Booth	P.Q.	300 00
Blackstone	N.S.	64 00	Bordenave	Alberta	24 00
Blackstone Lake	Ont.	131 05	Borderland	Sask.	90 00
Blackstone Mine	Alberta	148 00	Bordenwood	Ont.	31 06
Blacktail	Alberta	25 00	Boskung	Ont.	97 23
Blackwood	Sask.	124 70	Botrel	P.Q.	17 00
Blair	N.B.	483 25	Botsford Portage	N.B.	42 00
Blair Athol	N.B.	72 00	Bouchard	P.Q.	84 00
Blairhampton	Ont.	Nil	Boucher	N.B.	16 00
Blairton	Ont.	79 75	Bouchervillle	Ont.	18 20
Blais	P.Q.	39 70	Boudreau	N.B.	66 00
Blanchard Road	N.S.	12 00	Boudreauville	N.S.	142 75
Blanchard Settlement	N.B.	82 00	Boudreau Village	N.B.	52 00
Blanche	N.S.	132 50	Bougainville	P.Q.	51 20
Blanchet	P.Q.	92 50	Boughton Island	P.E.I.	21 95
Blandford	P.Q.	102 50	Boulanger (opened 26-11-21)	P.Q.	80 70
Blantyre	Ont.	107 25	Boularderie	N.S.	96 10
Blind Bay	B.C.	190 00	Boularderie Centre	N.S.	50 04
Blind Channel	B.C.	273 50	Boularderie East	N.S.	42 81
Blissville	N.B.	20 57	Boularderie West	N.S.	44 17
Block 14	N.B.	18 00	Boulay	P.Q.	24 26
Bloomfield	N.S.	79 00	Boulder Mill	B.C.	116 41
Bloomfield Ridge	N.B.	43 25	Boutler	Ont.	238 50
Blooming	Sask.	55 95	Boundary Bay	B.C.	22 75
Bloomington	N.S.	40 50	Boundary Creek	Alberta	64 60
Bloomsbury (opened 1-9-21)	Alberta	127 69	Boundary Creek	N.B.	180 00
Blucher Hall	B.C.	45 00	Boundary Presqu'Ile	N.B.	23 00
Blue Bell	N.B.	121 00	Bourbon	P.Q.	23 00
Blueberry Creek	B.C.	131 50	Bourdeau	Ont.	42 00
			Bourgault	P.Q.	43 00

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Bourgeois	N.B.	45 00	Brisco	B.C.	264 87
Bourgeois Mills	N.B.	27 00	Bristol Mines	P.Q.	93 00
Bourg Louis	P.Q.	90 30	Bristol Ridge	P.Q.	72 25
Bourgogne	Sask.	19 47	Britain	Alberta	53 70
Bourlamaque (summer office)	P.Q.	45 00	Britainville	Ont.	26 00
Bournival	P.Q.	25 00	Britannia Heights	Ont.	161 35
Bousquet	P.Q.	60 00	Brithdir	Sask.	67 46
Bout de l'Isle (closed 1-5-21)	P.Q.	Nil	Briton Cove	N.S.	115 00
Bout du Monde	P.Q.	24 00	Britonville	P.Q.	27 00
Boutet (summer office)	P.Q.	Nil	Broadbent	Ont.	99 30
Boutilier Point	N.S.	286 25	Broad Cove (Lunenburg)	N.S.	411 60
Boutin	Sask.	102 00	Broad Cove Chapel	N.S.	95 00
Bouvier	Alberta	60 00	Broad Cove Marsh	N.S.	17 00
Bouville	Man.	20 00	Broadlands	P.Q.	130 25
Bowesville	Ont.	79 50	Broadwater	B.C.	77 15
Bowmanton	Alberta	39 05	Broadway	N.S.	35 60
Bow Park Farm	Ont.	38 00	Brockington	Sask.	54 75
Bowser	B.C.	209 30	Brokenhead	Man.	47 00
Boyd's	N.S.	6 00	Brombury	Sask.	62 10
Boyer	P.Q.	100 00	Bromley Line	Ont.	83 25
Boyne Lake	Alberta	182 45	Bronson	Ont.	57 15
Boynton	P.Q.	313 70	Brookdale	P.Q.	88 60
Brabazon (closed 19-9-21)	P.Q.	25 00	Brookdale Mines (tempy. closed 11-10-21)	Alberta	25 00
Brackenrig	Ont.	81 54	Brookfield Mines	N.S.	108 10
Brackley Beach	P.E.I.	149 00	Brooklyn Corner	N.S.	65 60
Brada (opened 1-7-21)	Sask.	70 00	Brookside	Sask.	201 94
Bradley Creek	Ont.	42 32	Brooksley	Alberta	41 90
Bradore Bay	P.Q.	25 16	Brookvale	N.B.	14 25
Bragg Creek	Alberta	55 10	Brookvale	N.S.	102 00
Bramber	N.S.	87 60	Brook Village	N.S.	149 85
Brainard	Alberta	102 55	Brookville	N.B.	635 00
Branch La Have	N.S.	92 00	Brophy's	N.S.	12 00
Brancepeth	Sask.	277 90	Brora	Sask.	89 35
Bransfield	N.B.	65 10	Brosseau	Alberta	282 72
Brantville	N.B.	35 55	Brotherston	Ont.	49 00
Bras d'Apic	P.Q.	235 50	Brough	Sask.	44 50
Brass Hill	N.S.	216 55	Brower	Ont.	101 10
Brazil Lake	N.S.	190 75	Brown	Man.	149 15
Breault Mill	P.Q.	45 00	Brownfield	Alberta	109 00
Breau Village	N.B.	105 00	Brown Hill	Ont.	169 75
Brèche à Manon	P.Q.	155 38	Browning Island (summer office)	Ont.	70 00
Breckenridge Station	P.Q.	241 28	Brown's Flats	N.B.	405 42
Breda	Alberta	15 00	Brown's Mountain (closed 1-5-21)	N.S.	Nil
Bredin	Alberta	20 00	Brownsville	N.S.	45 00
Bremen	Sask.	194 00	Bruceton (opened 17-10-21)	Ont.	22 00
Brennan Hills	P.Q.	324 75	Brumlie	Man.	38 75
Brennen	Ont.	98 10	Brunetville	Ont.	115 00
Brentha	Ont.	64 30	Brunner	Ont.	260 60
Brentwood	Ont.	201 35	Brutus	Alberta	90 00
Brentwood	N.S.	79 00	Bryant	Sask.	105 00
Brest	N.B.	80 00	Bryants Corner	N.B.	64 00
Bretagneville	N.B.	77 00	Bryenton	N.B.	92 00
Brethour	Ont.	121 00	Brynmarl	B.C.	61 70
Brewer	Sask.	71 35	Bryon Island (summer office)	P.Q.	16 00
Brewer's Mills	Ont.	236 03	Brysonville	P.Q.	210 30
Brewesterville	Man.	14 00	B-Say-Tah (summer office)	Sask.	Nil
Briar Lake	N.S.	29 25	Bucke	Ont.	112 42
Briarlea	Sask.	53 00	Buckfield	N.S.	49 81
Bridgeville	P.Q.	215 00	Buckhorn	Alberta	46 80
Bridstow	Alberta	32 45	Buck Lake	Ont.	7 00
Briereville	Alberta	15 00	Bucklaw	N.S.	44 80
Brigade Lake	B.C.	88 25	Buckley	N.B.	4 17
Brigg's Corner	N.B.	55 00	Buctouche Bay	N.B.	36 20
Brightbank (opened 1-12-21)	Alberta	13 00	Budd Mills	Ont.	24 50
Brightholme	Sask.	20 25	Buena Vista	B.C.	67 97
Bright Sand	Sask.	224 42	Buffalo	Alberta	367 03
Brightside	Ont.	25 00	Buffalo Gap	Sask.	72 00
Brightstone	Man.	24 00	Buffalo Head	Sask.	316 80
Briley's Brook	N.S.	64 00			
Brilliant	B.C.	599 85			
Brinkman's Corners	Ont.	101 95			

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue $ cts.	Name of Post Office	Province	Revenue $ cts.
Buffalo Horn	Sask.	64 00	Cameron Lake	B.C.	211 31
Buffalo Lake	Alberta	33 65	Cameron's Mills	N.B.	20 00
Buffalo View	Alberta	25 82	Cameron Settlement	N.S.	28 90
Buford	Alberta	169 00	Campbelldale	N.S.	34 00
Buller	Ont.	36 00	Campbell Hill	Alberta	22 00
Bulstrode Station	P.Q.	255 25	Campbell Mountain	N.S.	6 00
Bunglass	Sask.	21 50	Campbellton	Ont.	63 90
Burfield	Alberta	122 90	Camperdown	Ont.	242 80
Burgis	Sask.	189 00	Camperdown	N.S.	15 00
Burk's Corners	P.Q.	55 00	Camperville	Man.	161 70
Burleigh	Ont.	45 40	Camp Lake (opened 5-1-22)	Sask.	26 00
Burleigh Falls	Ont.	266 30	Campsie	Alberta	17 49
Burlington	N.S.	134 50	Cana	Sask.	154 90
Burnaby	Ont.	136 00	Canaan	N.S.	37 00
Burnbank	Man.	53 25	Canaan Rapids	N.B.	11 00
Burnley	Ont.	156 75	Canada Creek	N.S.	82 70
Burnside	Man.	144 60	Canal	Ont.	102 00
Burnsville	N.B.	412 60	Canal Flats	B.C.	74 00
Burpee	Ont.	21 50	Cane	Ont.	276 00
Burquitlam	B.C.	231 00	Canim Lake	B.C.	79 00
Burr	Sask.	161 00	Cannamore	Ont.	262 30
Burrard Inlet	B.C.	1,345 00	Cannell	Alberta	24 50
Burridge	Ont.	153 40	Cannes	N.S.	242 68
Burriss	Ont.	147 10	Canning	Ont.	70 88
Burritt	Ont.	51 26	Cannington Manor	Sask.	45 00
Burtch	Ont.	93 00	Canobie	N.B.	86 00
Burtonsville	Alberta	39 20	Canoe Cove	P.E.I.	65 00
Burwash	Ont.	1,056 00	Canoe Lake	N.S.	33 00
Bushland (closed 3-9-21)	Alberta	6 00	Canopus (re-opened 1-7-21)	Sask.	43 25
Butedale	B.C.	135 55	Canous	N.B.	17 00
Butterby	Sask.	52 00	Canough Creek	B.C.	16 00
Butterton	Sask.	11 25	Cantal	Sask.	75 56
Byng (opened 1-1-22)	Man.	16 00	Cantin	P.Q.	50 00
Byron	Ont.	556 85	Canton	Ont.	213 00
CACHALOT	B.C.	44 00	Canton Tache	P.Q.	200 80
Cache Creek	B.C.	120 00	Canuck	Sask.	112 40
Cache Lake	Alberta	234 89	Cap a la Baliene	P.Q.	46 80
Cacouna South (summer office)	P.Q.	59 00	Cap a la Branche	P.Q.	146 46
Cailmount	Sask.	60 00	Cap au Corbeau	P.Q.	23 50
Cails Mills	N.B.	50 00	Cap au Renard	P.Q.	51 36
Cain's Mountain	N.S.	30 00	Cap aux Oies	P.Q.	91 22
Caithness	B.C.	339 22	Cap aux Os	P.Q.	152 88
Calahoo	Alberta	149 60	Cap Bateau	N.B.	29 00
Calais	Alberta	173 35	Cap d'Espoir	P.Q.	178 45
Caldbeck	Alberta	37 00	Cap d'Espoir Centre	P.Q.	196 11
Calderbank	Sask.	96 00	Cap des Rosiers Est	P.Q.	152 40
Caldwell	P.Q.	83 95	Cap Augnet	N.S.	39 00
Caldwell	Alberta	22 00	Cap Chin (re-opened 1-10-21)	Ont.	37 00
Caldwell Brook	N.B.	81 75	Cape Croker	Ont.	179 22
Caledonia	N.S.	160 50	Cape Dauphin	N.S.	59 00
Caledonia	P.E.I.	60 25	Cape de Moiselle Creek	N.B.	84 01
Caledonia Mills	N.S.	26 00	Cape d'Or	N.S.	33 10
Calendula	Alberta	25 65	Cape Enrage	N.B.	34 00
Calgary Sub-Office No. 7	Alberta	*a*	Cape George	N.S.	54 00
*Calgary Sub-Office No. 13	Alberta	*a*	Cape George Harbour	N.S.	35 50
Calgary Sub-Office No. 23	Alberta	*a*	Cape Jack	N.S.	21 00
Calgary Sub-Office No. 25	Alberta	*a*	Cape Negro	N.S.	141 50
Calgary Sub-Office No. 26	Alberta	*a*	Cape Negro Island	N.S.	114 55
Calhoun	N.B.	58 00	Cape Sable Island (south side)	N.S.	204 06
Caliento	Man.	198 63	Cape Scott	B.C.	85 82
California	N.B.	50 00	Cape Station	N.B.	68 50
Callieres	P.Q.	29 25	Cap Tormentine	N.B.	574 30
Calling Lake	Alberta	14 20	Capilano	B.C.	348 88
Camberley (closed 1-5-21)	Sask.	Nil	Capitol Hill	B.C.	410 80
Cambria	P.Q.	186 40	Cap La Ronde	N.S.	70 50
Cambridge	N.S.	110 00	Cap Lumière	N.B.	24 40
Camden	N.S.	46 00	Cappon	Alberta	169 92
Camel Chute	Ont.	69 00	Cap Rouge	P.Q.	561 15

(*a*) For Revenue see under Calgary Sub-Offices.

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Cap Rouge	N.S.	26 00	Cawood	P.Q.	37 64
Cap St-Ignace Station	P.Q.	418 00	Caver	Man.	147 00
Cap St-Martin	P.Q.	125 00	Cecebe	Ont.	39 50
Capstick	N.S.	37 38	Cecil	Sask.	63 00
Cap Tourmente	P.Q.	170 50	Cedar	B.C.	446 15
Capucins	P.Q.	132 25	Cedarbrae	Ont.	147 52
Cardell	Sask.	87 50	Cedar Croft (summer office)	Ont.	130 00
Carey	Man.	162 00	Cedarkine	Man.	111 35
Carey's Hill	P.Q.	165 60	Cedar Lake	Man.	6 00
Cariboo Gold Mines	N.S.	83 08	Celtic	Sask.	48 25
Cariboo Island	N.S.	10 00	Centennial	N.S.	40 60
Cariboo Islands	P.Q.	42 00	Central Argyle	N.S.	304 20
Cariboo Marsh	N.S.	30 00	Central Blissville	N.B.	226 00
Cariss	Sask.	49 50	Central Chebogue	N.S.	26 06
Carlea	Sask.	210 25	Central Earltown	N.S.	10 00
Carleton-Ouest	P.Q.	144 50	Central Greenwich	N.B.	167 54
Carleton Village	N.S.	78 45	Central Grove	N.S.	143 10
Carlin	B.C.	161 00	Central Hampstead	N.B.	105 41
Carling	Ont.	55 25	Central New Annan	N.S.	109 30
Carlingford	N.B.	28 60	Central North River	N.S.	45 00
Carling Lake (opened (2-12-21)	P.Q.	22 00	Central Port Mouton	N.S.	377 88
Carlisle	N.B.	59 00	Central Waterville	N.B.	18 70
Carlos	Alberta	61 97	Central Wood Harbour	N.S.	76 00
Carlow	N.B.	12 00	Central Acadie	N.B.	99 90
Carlton Hill	Alberta	43 00	Centredale	N.S.	36 00
Carlyle Lake Resort (summer office)	Sask.	174 36	Centre Dummer	Ont.	30 00
Carmel (closed 30-6-21.)	Ont.	9 01	Centre Island	B.C.	90 50
Carmichael	Sask.	1,109 85	Centre Millstream	N.B.	22 05
Carnagh	Sask.	56 20	Centre Musquodoboit	N.S.	259 06
Carnavon	Ont.	464 14	Centre Nappan	N.B.	224 00
Carnforth	Alberta	32 10	Centre St. Simon	N.B.	36 00
Carnoustic	Sask.	25 00	Centreton	Ont.	288 30
Caron Brook	N.B.	186 45	Centreview	Ont.	48 20
Carr	Ont.	157 00	Centre Village	N.B.	3 00
Carragana (opened 1-7-21)	Sask.	220 20	Centreville	N.S.	567 25
Carrigan	Sask.	23 51	Centreville East	N.S.	17 30
Carroll	P.Q.	54 00	Centurion	Ont.	34 80
Carroll's Corners	N.S.	45 60	Chaffey's Locks	Ont.	600 00
Carroll's Crossing	N.B.	145 65	Chagoness	Sask.	135 75
Carrollton	Sask.	58 00	Chahoon	P.Q.	211 00
Carrot Creek	Alberta	253 41	Chailey	Alberta	57 70
Carrot River (opened 1-10-21)	Sask.	103 65	Chalet (summer office)	N.B.	74 00
Carr's Brook	N.S.	114 80	Chalifoux	P.Q.	23 00
Carrville	Ont.	10 00	Chamadaska	B.C.	122 03
Carsonby	Ont.	67 70	Chambery	Sask.	135 40
Carter's Point	N.B.	59 87	Chambord Est	P.Q.	30 00
Carterton	Ont.	163 55	Chambord Junction	P.Q.	558 00
Casault	P.Q.	84 00	Champagne	Yukon	107 50
Casavant	Alberta	46 50	Champigny	P.Q.	635 20
Caspaco	B.C.	181 80	Chance Harbour	N.B.	195 25
Cassilis	N.B.	99 50	Chance Harbour	N.S.	22 00
Castelneau	P.Q.	102 00	Chandonnet	P.Q.	26 96
Castaway	N.B.	2 00	Chandos	Ont.	25 00
Castle Bay	N.S.	62 00	Chantler	Ont.	92 75
Castle Coombe	Sask.	23 50	Chantry	Ont.	207 00
Castledale	B.C.	117 00	Chapais	P.Q.	53 00
Castlereagh	N.S.	14 00	Chapel Rock (opened 1-12-21)	Alberta	16 50
Castle Rock	B.C.	60 00	Chapleau Station (summer office	P.Q.	41 00
Catalone	N.S.	85 75	Chaplin	N.S.	37 00
Catalone Gut	N.S.	27 70	Chaplin Road	N.B.	32 45
Catalone Road	N.S.	60 00	Chapman	Ont.	102 00
Catamount	N.B.	30 60	Chapple	Ont.	71 10
Cataract	Ont.	183 80	Charette	P.Q.	544 67
Catchacoma	Ont.	89 50	Charlesbourg-West	P.Q.	47 00
Cater	Sask.	30 60	Charleston	N.S.	162 91
Cateville (closed 1-5-21)	Sask.	Nil	Charleston	Ont.	224 00
Caulfield	B.C.	69 00	Charleswood	Man.	80 00
Cavers	Ont.	153 20	Charlos Cove	N.S.	186 39
			Charlo Station	N.B.	614 91

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Charron	Alberta	8 00	Clam Harbour	N.S.	186 00
Chatersville	N.B.	36 00	Clam Point	N.S.	32 00
Chartrand Corner	Ont.	94 00	Clanricarde	Ont.	64 63
Chase Corners	Ont.	66 70	Clapham	P.Q.	66 25
Chaswood	N.S.	135 70	Clapperton	P.Q.	139 50
Château Lake Louise (summer office)	Alberta	2653 66	Clarendon Station	N.B.	161 35
Chater	Man.	221 07	Clarina	Ont.	51 00
Chaudière Basin	P.Q.	211 50	Clarinda	Alberta	42 00
Chaumont	P.Q.	35 58	Clarkboro	Sask.	130 20
Cheam View	B.C.	40 00	Clarkleigh	Man.	231 85
Cheddar	Ont.	32 75	Clarke Manor	Alberta	14 00
Chellwood	Sask.	36 50	Clarks Corners	N.B.	250 00
Chelmsford	N.B.	84 32	Clark's Crossing	Sask.	48 00
Chelsea	N.S.	130 72	Clark's Road	N.S.	14 29
Chemical Road	N.B.	6 50	Clarksville	N.S.	225 10
Chemin, Neuf	P.Q.	25 00	Clarkville	N.B.	21 80
Chénard	P.Q.	21 00	Claverhouse	N.S.	20 00
Cheney Station	Ont.	152 21	Clavering	Ont.	148 15
Chénier	P.Q.	137 25	Claxton	B.C.	183 50
Cherryfield	N.S.	56 41	Clay Bank	Ont.	23 00
Cherryfield	N.B.	39 00	Claybank	Sask.	435 40
Cherry Hill	N.S.	259 50	Claydon	Sask.	71 50
Cherry Valley	P.E.I.	266 00	Claytonville	Sask.	22 00
Cherryville	B.C.	97 80	Clear Hills	Alberta	25 00
Cherrywood	Ont.	212 00	Clear Lake	Ont.	36 00
Chester Grant	N.S.	43 00	Clearland	N.S.	6 00
Chester Nord	P.Q.	19 75	Clearview	Alberta	45 00
Chesterwold	Alberta	50 50	Clematis	Man.	29 26
Cheticamp	N.S.	32 65	Clément	P.Q.	119 50
Chevalier	P.Q.	6 50	Clevelands	N.B.	8 00
Cheviot	Sask.	231 52	Cliffordvale	N.B.	325 40
Chevrier	Ont.	35 00	Clifton	N.B.	264 80
Chezacut	B.C.	55 00	Cliftonville	Sask.	34 00
Chiasson	N.B.	27 45	Climax	Sask.	16 00
Chichester	P.Q.	274 45	Clontarf	Ont.	114 50
Chief Lake	B.C.	37 50	Clo-oose	B.C.	222 50
Chigwell	Alberta	84 00	Cloridorme	P.Q.	130 40
Chikopi (summer office)	Ont.	Nil	Cloud Bay	Ont.	74 80
Chilco	B.C.	44 00	Clouston	Sask.	672 50
Chimney Corner	N.S.	67 00	Cloutier	P.Q.	77 00
Chin	Alberta	324 17	Cloverdale	N.S.	35 00
Chinook Cove	B.C.	206 60	Cloverdale	N.B.	91 10
Chipman's Brook	N.S.	9 75	Cloverdale East	N.B.	43 50
Chipman's Corners	N.S.	81 50	Clover Hill	N.B.	51 50
Chippewa Hill	Ont.	102 00	Cloverleaf	Man.	111 65
Cloridorme Ouest	P.Q.	225 70	Cloverville	N.S.	11 00
Chocolate Cove	N.B.	81 00	Club Shawinigan	P.Q.	60 00
Choisy	P.Q.	185 05	Cluffield	Sask.	106 50
Choquette	P.Q.	43 00	Clumber	Sask.	29 85
Chortitz	Man.	235 11	Clydesdale	Ont.	86 23
Christian Island	Ont.	79 70	Clymont	Alberta	18 00
Christieville	P.Q.	116 31	Coal Branch Station	N.B.	268 45
Christina	Ont.	97 02	Coal Creek	N.B.	255 62
Christina Lake	B.C.	31 50	Coates' Mills	N.B.	61 50
Chu Chua	B.C.	267 07	Coburn	N.B.	408 20
Church Hill	N.B.	17 00	Cocagne Cape	N.B.	49 40
Church Lake	N.S.	32 69	Cocagne Cove	N.B.	53 00
Church House	B.C.	150 00	Cocagne River	N.B.	28 00
Church Over	N.S.	88 15	Cockburn Island	Ont.	243 00
Churchview	N.S.	69 00	Coddle's Harbour	N.S.	89 00
Chute Lake (opened 16-10-21)	B.C.	101 35	Codette	Sask.	229 25
Chute Nairn	P.Q.	111 05	Coffinscroft	N.S.	45 00
Chutes Péribonca	P.Q.	102 00	Cogmagun River	N.S.	68 25
Chute Shipshaw	P.Q.	69 00	Colbert	P.Q.	46 00
Chute Victoria	P.Q.	32 60	Colcleugh	Man.	11 50
Claire Fontaine	N.B.	37 86	Coldbrook	N.B.	144 05
Clairvaux de Bagot	P.Q.	145 20	Cold Lake	Alberta	309 00
Clairvaux de Charlevoix	P.Q.	61 25	Cold Springs	Man.	17 60
Clairville	N.B.	53 10	Coldstream	N.S.	19 00
Clam Bay	N.S.	27 00	Cole Harbour	N.S.	162 62
			Cole Lake	Ont.	141 10

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts			$ cts.
Coleman Corner	N.B	8 00	Costello	Ont	37 46
Colin	N.B	45 70	Cosmo	Alberta	70 70
College Bridge	N.B	427 70	Cossetteville	P.Q	60 00
College Grant	N.S	11 75	Cote	Sask	92 50
Collegeville	N.S	14 00	Coteau	Sask	12 00
Collette	N.B	155 00	Coteau Road	N.B	15 00
Collette Village	N.B	50 00	Cote D'Or	N.B	36 00
Colleymount	B.C	82 00	Cote's Mills	P.Q	10 00
Collin's Inlet	Ont	336 36	Cote Ste Anne	N.B	19 00
Collholme	Alberta	71 50	Cote St Leonard	P.Q	16 50
Colmer (closed 29–6–21)	Sask	1 32	Cote St. Pierre	P.Q	123 05
Colomb	P.Q	46 00	Cote St Vincent	P.Q	23 20
Colombourg	P.Q	89 80	Cotham	Sask	31 00
Colpton	N.S	88 01	Cottonwood	Sask	30 00
Columbia Gardens	B.C	170 66	Cottonwood	B.C	75 00
Columbine	Alberta	47 00	Coughlan	N.B	130 25
Colwell	Ont	39 10	Coulee (re-opened 1–8–21)	Sask	37 95
Comeau Ridge	N.B	31 00	Coulombe	P.Q	192 64
Comeau's Hill	N.S	40 50	Coulson	Ont	166 51
Comeauville	N.S	261 75	Coultervale	Man	37 00
Commanda	Ont	241 06	County Harbour Mines	N.S	136 31
Compton Station	P.Q	250 42	Courcelette	P.Q	35 00
Comrey	Alberta	94 60	Court	Sask	153 46
Concession	N.S	356 25	Courval	Sask	274 55
Concord	Ont	103 35	Courtice	Ont	202 00
Condon Settlement	N.S	25 00	Cousineau	P.Q	60 00
Conflict	Sask	40 35	Cousins	Alberta	27 00
Conjuring Creek	Alberta	46 00	Couttsville (closed 24–5–21)	Ont	Nil
Connell Corners	Sask	37 45	Couturier, late Siding Pinet	P.Q	40 00
Connolly	Alberta	6 50	Couturval	P.Q	25 00
Connor	N.B	177 71	Covedell	N.B	161 95
Connor Creek	Alberta	37 86	Cove Road	N.S	97 50
Connorsville	Alberta	10 83	Covington	Sask	36 50
Conn's Mills	N.S	112 30	Cowan	Man	169 00
Conquerall Mills	N.S	124 50	Cowan Creek	N.B	12 00
Cooking Lake	Alberta	153 60	Cow Bay	N.S	14 00
Cook's Brook	N.S	98 10	Cowichan Bay (closed 30–6–21	B.C	Nil
Cook's Cove	N.S	87 00	Coxby	Sask	33 95
Cook's Creek	Man	365 50	Coxheath	N.S	20 90
Cookville	N.B	60 00	Coxvale	Ont	20 00
Cookville	Alberta	42 83	Coyote Valley	Alberta	21 00
Cooper	Ont	134 00	Cracroft	B.C	200 96
Cooper's Falls	Ont	116 02	Craigellachie	B.C	103 65
Copeau (opened 1–7–21)	Sask	35 54	Craigie	Sask	39 50
Copeland	Sask	41 46	Craigie Lea	Ont	256 75
Copley	Man	5 00	Craiglands	Sask	48 25
Copp	Ont	34 33	Craigleith	Ont	85 00
Copper Mountain	B.C	135 65	Craigmillar	Alberta	44 00
Copper River	B.C	95 90	Craig's Crossing	B.C	95 00
Coppice Hill	Alberta	53 50	Craig's Road Station	P.Q	51 04
Corberrie	N.S	144 62	Cramersburg	Sask	121 74
Corcoran	P.Q	49 00	Cranberry	P.Q	12 51
Cordova Bay	B.C	69 90	Cranbourne	P.Q	30 48
Corey	N.B	20 25	Crandall Road	N.S	20 00
Coriander	Sask	64 00	Crane River	Man	59 20
Cork	Alberta	10 00	Crane Valley	Sask	72 50
Corkery	Ont	79 50	Cranton Section	N.S	213 15
Cork Station	N.B	122 20	Crawfordville	P.Q	21 25
Corleigh	Sask	12 53	Cravath Corners (closed 12–8–21)	Alberta	9 33
Cormac	Ont	153 25	Creek Road	N.B	20 25
Cormier's Cove	N.B	23 00	Creemorne	P.Q	28 15
Cormier Village	N.B	56 00	Creignish Rear	N.S	12 00
Cormierville	N.B	75 00	Creignish Station	N.S	130 00
Corner of the Beach	P.Q	365 00	Crescent (closed 1–10–21)	Man	6 00
Cornucopia	Alberta	159 50	Crescent Beach	N.S	107 45
Cornwall	P.E.I	173 10	Crescent Hill	Sask	51 50
Cornwall Island	Ont	21 30	Crescent Lake	Sask	15 00
Coronada (opened 1–11–21)	Alberta	75 00	Cresthill (summer office)	P.Q	Nil
Coronation	N.B	30 00	Crinan	Ont	70 50
Corson's Siding	Ont	143 50	Crippsdale	Alberta	14 00
Cortereal	P.Q	89 25			

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue
		$ cts.
Criss Creek	B.C.	106 30
Crockett	N.B.	44 00
Cromarty	Ont.	316 45
Crombie Settlement	N.B.	32 00
Cromwell	Man.	14 00
Cross	Sask.	66 50
Crosshill	Ont.	104 95
Crossland	Ont.	122 80
Cross Lake (opened 1-7-21)	Man.	47 00
Crosspoint	P.Q.	82 00
Cross Roads, Mid-Melford	N.S.	123 80
Cross Roads, Ohio	N.S.	90 69
Crosthwaite (closed 15-7-21)	Sask.	Nil
Crouse Town	N.S.	92 75
Crowel	N.S.	423 20
Crowesford	Sask.	30 00
Crowe's Landing (summer office)	Ont.	128 00
Crowfoot	Alberta	101 00
Crow Lake	Ont.	204 50
Crow's Nest	N.S.	20 01
Crowtherview	Sask.	56 25
Croyde (closed 31-12-21)	Sask.	Nil
Croydon	Ont.	101 50
Croydon Station	B.C.	102 25
Crozier	Ont.	180 80
Crystal Hill	Sask.	97 50
Crystal Springs	Sask.	153 40
Cuffley	Sask.	8 00
Culdaff	P.Q.	63 20
Cullen	Sask.	135 50
Cullen's Brook	P.Q.	90 50
Culligan	N.B.	182 20
Culloden	N.S.	60 75
Cullyton	Sask.	40 00
Culross	Man.	342 00
Cumberland House	Sask.	108 00
Cumberland Mills	P.Q.	67 30
Cummings	Alberta	92 65
Cumming's Cove	N.B.	57 00
Cumming's Mountain	N.S.	20 00
Cundles	Ont.	90 00
Cupid	N.B.	564 10
Curlew	Alberta	25 00
Currieburg	N.B.	35 40
Currie's Crossing	Ont.	351 30
Curryville	N.B.	108 65
Curve Lake	Ont.	79 40
Curventon	N.B.	58 05
Custeau	P.Q.	50 60
Cuvier	Sask.	130 10
Cypress	Sask.	35 00
Cyr	P.Q.	69 50
Dacotah	Man.	182 69
Dahinda	Sask.	100 95
Dahlton	Sask.	345 00
D'Aiguillon	P.Q.	79 15
Daisy Lake	B.C.	91 70
Dale	N.S.	64 35
Dalehurst	Alberta	150 92
Dalen Lake	N.S.	18 00
Dalesboro	Sask.	42 35
Daleview	Sask.	42 00
Dalhousie East	N.S.	158 40
Dalhousie Junction	N.B.	238 16
Dalhousie Lake	Ont.	110 40
Dalhousie Lake	N.S.	26 00
Dalhousie Mills	Ont.	93 00
Dalhousie Road	N.S.	116 50
Dalhousie West	N.S.	93 90
Dallas	Man.	152 88
Dalmuir	Alberta	22 50
Dalton Mills	Ont.	429 73
Daly	Man.	9 00
Dalzell (opened 1-11-21)	Sask.	38 25
Damascus	Ont.	176 40
Danby	P.Q.	185 00
Danbury	Sask.	12 00
Danesville	N.S.	15 52
Danskin	B.C.	60 30
Danvers	N.S.	81 00
D'Arcy	B.C.	147 56
Darey (closed 30-5-21)	P.Q.	4 07
Darling Lake	N.S.	110 70
Darling Road	Ont.	166 40
Dartigny	P.Q.	20 00
Davidson Corners	P.Q.	11 75
Davis Point	Man.	152 88
Davison Street	N.S.	21 00
Davyroyd	Sask.	45 50
Dawson Creek (opened 1-11-21)	B.C.	55 05
Dawsonville	N.B.	27 00
Day's Corner	N.B.	13 50
Dayspring	N.S.	321 35
Dayton	N.S.	584 50
Deacon	Ont.	34 00
Dead Creek	Ont.	173 10
Deadwood	B.C.	30 00
Dean	N.S.	178 00
Dearlock	Ont.	39 00
Deaver	Alberta	12 46
De Bay Cove	N.S.	60 00
Decker	Man.	804 45
Deemerton	Ont.	112 00
Deep Cove	N.S.	14 50
Deep Cove Island	N.S.	91 25
Deepdale	N.S.	32 00
Deerholme (re-opened 1-8-21)	B.C.	42 00
Deer Lodge	Sask.	7 00
Deer Mound	Alberta	22 30
Deer Park	B.C.	282 47
Deerwood	Man.	91 60
Dee Side	P.Q.	37 07
Dee Valley	Sask.	10 00
DeGrassi Point (summer office)	Ont.	122 00
Delacour	Alberta	173 10
Delegrave	P.Q.	277 15
Delano	Alberta	71 27
Delap's Cove	N.S.	52 30
Del Bonita	Alberta	223 85
DeLesseps	P.Q.	53 55
Delph	Alberta	33 00
Delta Station	Man.	141 75
Del Val	P.Q.	49 00
Demuth	B.C.	58 49
Dennison Station	B.C.	172 97
Dennistown	N.S.	18 40
Densmore's Mills	N.S.	133 70
Denver	N.S.	45 10
Depew	Sask.	29 00
Dequen Nord	P.Q.	283 60
Derby	N.B.	133 00
Derby Junction	N.B.	119 70
Dermid	Ont.	23 50
Derryville	Ont.	293 89
Derry	Man.	20 00
De St. Just	P.Q.	134 50
Deschambault Station	P.Q.	53 25
Desjarlais	Alberta	50 00
Des Ormeaux	P.Q.	36 00

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Despres Road	N.B.	4 00	Downing	Alberta	31 50
Dessaint	P.Q.	136 20	Doyle's Brook	N.B.	23 00
Devault	P.Q.	28 00	Doyleville (late Doyle Settlement)	N.B.	14 00
Deveron	Sask.	90 00	Draguay (opened 26-1-22)	Man.	10 00
Devereaux	N.B.	15 00	Drayton Valley	Alberta	133 25
Deville	Alberta	130 00	Drifting River	Man.	27 25
Devil's Island	N.S.	13 00	Driftpile (closed 21-5-21)	Alberta	Nil
Devon	N.S.	13 30	Drew Station	Ont.	122 13
Dewey	B.C.	188 55	Driftwood	Ont.	91 25
De Wet	Man.	153 35	Driscol Lake	Sask.	14 80
Dickens	Man.	*a*	Driver	Sask.	270 00
Dickson	Alberta	236 70	Drobot	Sask.	30 10
Diebolt	Sask.	133 00	Drolet	P.Q.	42 00
Dijon	P.Q.	353 00	Dropmore	Man.	629 13
Dillon (opened 1-2-22)	Ont.	12 25	Drouin	P.Q.	15 10
Dillon Port	Ont.	34 60	Droxford	Sask.	169 50
Dill Siding	Ont.	49 25	Drumhead	N.S.	436 50
Dimock Creek	P.Q.	188 07	Drummondville	N.S.	85 80
Dina	Alberta	108 00	Dry River	Man.	85 41
Dingwall	N.S.	89 80	Dubail	P.Q.	10 50
Donorwic	Ont.	313 20	Dublin Shore	N.S.	266 85
Dinton	Alberta	65 40	Duck Cove (summer office)	N.B.	102 00
Dipper Harbour	N.B.	17 00	Duck Range	B.C.	60 28
Dipper Harbour West	N.B.	188 25	Duck Mountain	Man.	16 00
Dirt Hills	Sask.	51 00	Duck River	Man.	33 80
Ditton Park	Sask.	59 00	Dudley	Ont.	62 75
Divide	Sask.	89 96	Dudswell Junction	P.Q.	132 75
Divide	N.B.	19 00	Dufaultville	P.Q.	65 00
Dixon	N.B.	56 00	Dufferin	N.B.	7 50
Dixon's Corners	Ont.	257 07	Dufour	P.Q.	30 90
Dnipro	Alberta	15 00	Dufourville	N.B.	32 50
Dobson's Corner	N.B.	50 50	Dufresne	Man.	55 00
Dobrowody	Sask.	22 12	Dufrost	Man.	255 55
Dock	P.Q.	40 00	Dugald	Man.	552 00
Doctor's Brook	N.S.	41 75	Dugas	N.B.	30 00
Doctor's Cove	N.S.	140 00	Duguayville	N.B.	24 00
Dodd Lake	P.Q.	40 95	Duhamel	P.Q.	98 50
Doe Lake	Ont.	108 25	Duke	Sask.	36 50
Dog Creek	B.C.	65 50	Dumbarton Station	N.B.	78 70
Dogherty	N.B.	10 00	Dumblane (closed 1-6-21)	Ont.	Nil
Dog Pound	Alberta	246 40	Dumoine	P.Q.	36 00
Doley	Alberta	87 80	Dunakym	N.S.	35 00
Dollardton	B.C.	442 35	Dunallen	Man.	80 00
Dolly Bay	Man.	41 10	Dunany	P.Q.	69 76
Donahue	Ont.	24 16	Dunbar Heights (closed 31-1-22)	B.C.	134 88
Donaldson	Ont.	49 00	Donboyne	Ont.	383 00
Donatville	Alberta	85 00	Duncan	N.S.	102 40
Dongola	Ont.	22 00	Dundarave	B.C.	645 50
Dongray	Alberta	6 50	Duncan Cove	N.S.	41 00
Donjean	Sask.	25 00	Dundas	N.B.	23 30
Donnybrook	N.S.	18 00	Dundee	N.B.	34 00
Dorchester Crossing	N.B.	114 75	Dundee	Man.	61 71
Doriston	B.C.	30 56	Dundee	N.S.	19 00
Doreil	P.Q.	370 50	Dundonald	Ont.	152 45
Dorland	Ont.	203 25	Dunedin	Ont.	129 25
Dorothy	Alberta	58 36	Dunelm	Sask.	176 40
Dorts Cove	N.S.	29 25	Dunkin	P.Q.	97 50
Dot	B.C.	119 00	Dunleath	Sask.	22 00
Doucetteville	N.S.	121 45	Dunmaglass	N.S.	7 00
Douglasfield	N.B.	35 00	Dunmore	N.S.	19 00
Douglas Lake	B.C.	266 22	Dunn	Alberta	136 11
Douglaston	Sask.	66 20	Dunn's Valley	Ont.	115 25
Douglas West	P.Q.	88 00	Dunraven	P.Q.	174 30
Douro	Ont.	255 00	Dunster	B.C.	300 13
Dover	N.B.	21 00	Dunvegan	Alberta	59 75
Dover Centre	Ont.	278 00	Dunvegan	N.S.	113 50
Dovercourt	Alberta	189 55	Dupey's Corner	N.B.	157 35
Dover West	N.S.	116 75			
Dowling Lake	Alberta	58 00			

a For revenue see under Winnipeg sub-office.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Duplin	P.Q.	Nil	East Margaree	N.S.	206 00
Durieu	B.C.	81 26	East Mines Station	N.S.	143 95
Dussault	P.Q.	201 00	East New Annan	N.S.	57 00
Dutch Brook	N.S.	25 00	Easton	N.S.	84 50
Dutch Settlement	N.S.	49 00	East Poplar River	Sask.	20 53
Duvic (summer office)	P.Q.	Nil	East Portapique	N.S.	81 00
Dwyer Hill	Ont.	38 16	East Port Medway	N.S.	313 80
Dyer's Bay	Ont.	139 09	East Quinan	N.S.	139 00
Dyment	Ont.	158 30	East River Point	N.S.	162 20
Dynevor	Man.	22 00	East River, St. Mary's	N.S.	160 00
			East River, Sheet Harbour	N.S.	70 00
Eagle Bay	B.C.	75 75	East Riverside	N.B.	86 85
Eagle Butte	Alberta	82 95	East Rogerville	N.B.	67 00
Eagle Depot	P.Q.	84 76	East Roman Valley	N.S.	42 00
Eagle Head	N.S.	143 40	East Sable River	N.S.	97 85
Eagle Hill	Alberta	240 45	East Side of Ragged Island	N.S.	89 90
Eagle Point	Sask.	15 20	East Side Port l'Hebert	N.S.	63 65
Eakindale	Sask.	10 50	East Sooke	B.C.	30 00
Earle	Sask.	13 50	East Uniacke	N.S.	31 00
Earlie	Alberta	75 00	Eastville	N.S.	170 30
Earlswood	Sask.	18 00	East Walton	N.S.	29 30
Earlstone	Alberta	54 90	East Waterville	N.B.	15 00
Earlville	Alberta	21 50	East Wentworth	N.S.	291 51
East Advocate	N.S.	110 50	Eaton	P.Q.	320 25
East Aldfield	P.Q.	105 22	Eatonville	N.S.	9 00
East Anglia	Sask.	136 15	Ebbsfleet	P.E.I.	56 75
East Arlington	N.S.	30 02	Eboulements Centre	P.Q.	95 00
East Baccaro	N.S.	48 90	Eboulements Est	P.Q.	35 00
East Bathurst	N.B.	435 00	Echo (opened 1-6-21)	Sask.	40 00
East Bay	Man.	251 90	Echohill	Alberta	32 50
East Bay	N.S.	100 70	Echo Lake	Ont.	19 76
East Bay, North Side	N.S.	27 55	Echo Vale	P.Q.	62 75
East Bideford	P.E.I.	44 50	Economy Point	N.S.	125 55
Eastbourne	Ont.	89 10	Ecoole	B.C.	82 50
East Braintree	Man.	95 75	Ecum Secum	N.S.	323 85
East Branch	P.Q.	25 00	Ecum Secum Bridge	N.S.	151 00
East Branch River John	N.S.	13 00	Eddyside	Sask.	91 80
East Brenton	N.S.	23 20	Eden	Ont.	406 09
East Brighton	N.B.	33 95	Eden Grove	Ont.	302 67
Eastbrook	Sask.	85 02	Edenbridge	Sask.	194 20
East Brookville	N.S.	51 90	Edenkillie	Sask.	24 00
Eastburg	Alberta	119 30	Eden Lake	N.S.	45 50
East Centreville	N.B.	66 00	Eden Mills	Ont.	192 83
East Chebogue	N.S.	54 00	Edgar	Ont.	188 02
East Chezzetcook	N.S.	222 75	Edgell	Sask.	25 75
East Clifford	N.S.	36 90	Edgewater	B.C.	105 00
East Collette	N.B.	49 00	Edillen (closed 17-11-21)	Man.	59 13
East Dover	N.S.	154 00	Edina	P.Q.	44 20
East Earltown	N.S.	76 20	Edmonton Sub-Office No. 5	Alberta	*a*
Eastern Passage	N.S.	84 20	Edmonton Sub-Office No. 6	Alberta	*a*
Eastern Points	N.S.	43 85	Edmonton Sub-Office No. 7	Alberta	*a*
East Ferry	N.S.	127 75	Edmonton Sub-Office No. 8	Alberta	*a*
East Folly Mountain	N.S.	36 75	Edmonton Sub-Office No. 9	Alberta	*a*
East Fraserville	N.S.	38 20	Edmore	Sask.	58 55
East Galloway	N.B.	7 10	Edmund	Sask.	88 50
Eastgate	Alberta	17 50	Edwardsville	N.S.	17 00
East Glassville	N.B.	57 85	Edwin	Man.	182 75
East Greenfield	P.Q.	61 75	Edy's Mills	Ont.	169 35
East Hall's Harbour Road	N.S.	50 25	Eel Cove	N.S.	32 00
East Hungerford	Ont.	30 50	Eel River Bridge	N.B.	173 94
East Jeddore	N.S.	252 30	Egg Island	P.Q.	16 55
East Kelowna	B.C.	359 82	Egerton	N.S.	143 92
East La Have	N.S.	438 50	Egmondville	Ont.	237 50
Eastlake	N.S.	8 00	Egremont (closed 30-6-21)	Alberta	3 16
East Leicester	N.S.	43 00	Eholt	B.C.	120 43
Eastleigh	Sask.	84 50	Eight Island Lake	N.S.	67 00
East Linton	Ont.	44 00			

(a) For revenue, etc., *see* under Edmonton Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Ekhart	Man.	85 50	Eskasoni	N.S.	24 50
Elardee	Sask.	44 90	Eskasoni Chapel	N.S.	20 00
Elbourne	Sask.	10 00	Esperance	Sask.	30 03
Elbridge	Alberta.	37 40	Essex	N.S.	12 00
Elcan	Alberta.	41 00	Essondale	B.C.	889 80
Eldon Station	Ont.	224 00	Essonville	Ont.	36 25
Eldorena	Alberta.	56 00	Ess Creek	Ont.	211 25
Electric	Ont.	204 10	Esther	Alberta.	13 25
Elgin House (summer office)	Ont.	625 00	Estmere	N.S.	91 77
Elgin Mills	Ont.	198 50	Etang des Caps	P.Q.	20 00
Elgin Road	P.Q.	118 20	Ethelton	Sask.	72 30
Elizabeth Bay	Ont.	65 00	Ethelwyn	Alberta.	116 75
Elkdale	Man.	120 00	Etna	N.S.	15 50
Elk Prairie	B.C.	35 00	Etobicoke	Ont.	Nil
Elk Ranch	Man.	61 50	Etruria (opened 1-12-21)	Man.	10 00
Elkton	Alberta.	193 00	Ettrick	Ont.	169 47
Elkwater	Alberta.	85 50	Ettyville	Ont.	47 10
Ellaton	Ont.	77 60	Etwell	Ont.	137 64
Ellerslie Station	P.E.I.	468 00	Eustis	P.Q.	176 75
Ellis	Ont.	103 50	Evandale	N.B.	96 26
Ellisboro	Sask.	230 25	Evangeline	N.B.	17 00
Ellscott	Alberta.	165 30	Evanston	N.S.	80 15
Ellwood	Ont.	38 30	Evansville	Ont.	86 75
Elma	Ont.	133 35	Everard	Ont.	171 95
Elm Brook	Ont.	66 75	Everett	N.B.	93 00
Elmcroft	N.B.	33 00	Evergreen	Alberta.	135 60
Elm Grove	Man.	73 35	Eversley	Ont.	211 72
Elm Hill	N.B.	35 30	Ewan	Ont.	46 00
Elmhurst	N.B.	50 00	Ewelme	Alberta.	46 12
Elmsdale	P.E.I.	669 60	Ewing	Alberta.	7 75
Elm Springs	Sask.	77 00	Ewing's Landing	B.C.	389 70
Elmstead	Ont.	109 42	Excelsior	Ont.	116 75
Elmsvale	N.S.	258 75	Excelsior	Alberta.	118 24
Elmsville	N.B.	229 40	Exmoor	N.B.	17 00
Elm Tree	Ont.	152 00			
Elm Valley	N.B.	10 00	Fafard	P.Q.	5 10
Elmworth	Alberta.	31 00	Fairdale	Sask.	15 00
Elsas	Ont.	348 50	Fairfield	N.B.	93 25
Elsie	Ont.	43 00	Fairhall	Man.	9 00
Elswick	Sask.	77 00	Fairholme	Ont.	20 00
Elysee	P.Q.	85 05	Fairlawn	Sask.	19 31
Elzevir	Ont.	84 50	Fairmede	Sask.	30 25
Emberson	Ont.	10 00	Fairmont	N.S.	18 00
Emerald	N.S.	11 00	Fairmont Springs	B.C.	106 25
Emerson	N.B.	56 45	Fairport S.O. (opened 22-8-21)	Ont.	25 00
Encombe (opened 1-1-22)	B.C.	25 00	Fair Vale	N.B.	877 00
Endcliffe	Man.	129 00	Fairview Station	N.S.	*b*
Endiang	Alberta.	288 75	Fairydell	Alberta.	97 50
Engen	B.C.	269 42	Fairy Glen	Sask.	101 50
English	Ont.	382 74	Fairy Hill	Sask.	99 00
English Corner	N.S.	141 30	Faith	Alberta.	120 54
Enid	Sask.	67 20	Falkland	N.S.	44 00
Ennishore	N.B.	75 00	Falkland	B.C.	321 08
Enniskillen Station	N.B.	406 19	Fallbrook	Ont.	282 00
Enon	N.S.	26 00	Fall River	Ont.	34 00
Ensleigh	Alberta.	141 00	Fame Point	P.Q.	92 60
Entrelac (summer office)	P.Q.	170 00	Fanford	Sask.	69 00
Entry Island	P.Q.	30 00	Fanny Bay	B.C.	234 79
Epping	Ont.	74 20	Faraday	Ont.	24 50
Equity (closed 15-7-21)	Sask.	70	Fareham	Alberta.	47 75
Eramosa	Ont.	94 00	Farewell Cove	P.Q.	121 75
Erie Beach (summer office)	Ont.	214 10	Farmingdale	Sask.	188 45
Erin Lodge	Alberta.	39 00	Farmington	N.S.	30 20
Ermine	Sask.	149 25	Farmville	N.S.	2 00
Escuminac	N.B.	83 30	Farringdon Hill	Ont.	*a*
Escuminac Flats	P.Q.	66 20	Farrington	Ont.	25 25
Escuminac Nord	P.Q.	77 00	Faucher	P.Q.	70 50

(*a*) For Revenue see under Brantford Sub-offices.
(*b*) For Revenue see under Halifax Sub-offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Faulkner	Man.	306 35	Florann	Alberta	42 30
Faust	Alberta	237 65	Flowing Well	Sask.	124 50
Fauvel	P.Q.	158 70	Flynn	P.Q.	19 50
Fauxbourg	N.S.	16 00	Foley	Man.	68 20
Fawcett Hill	N.B.	25 25	Folkins	N.B.	83 00
Fawn	B.C.	234 57	Foch	B.C.	68 43
Fawn Lake	Alberta	154 35	Foisy	Alberta	71 10
Feener's Corner	N.S.	38 52	Folly Lake	N.S.	190 10
Feltz South	N.S.	100 00	Folly Mountain	N.S.	38 00
Fenaghvale (closed 20-7-21)	Ont.	Nil	Fonderie	P.Q.	53 00
Fenner	Alberta	78 00	Fonehill	Sask.	76 00
Fenwick	N.B.	26 85	Fontenelle	P.Q.	320 00
Ferguson Manor	N.B.	310 10	Foothills	Alberta	332 20
Ferguson's Lake	N.S.	33 00	Forbes Point	N.S.	159 50
Ferguson Flats	Alberta	75 10	Forcina	Alberta	70 75
Ferland	Sask.	56 25	Ford Bank	N.B.	50 75
Ferme Rouge	P.Q.	44 00	Ford's Mills	N.B.	172 90
Fern Creek	Alberta	23 75	Foreman	Alberta	40 00
Ferndale	N.B.	9 00	Forest City	N.B.	36 00
Ferndale House (summer office)	Ont.	79 00	Forester	Sask.	253 50
Fern Glen	Ont.	132 00	Forest Farm	Sask.	31 90
Fernlee	Ont.	48 25	Forest Glen	N.S.	20 00
Fernleigh	Ont.	93 60	Forest Grove	B.C.	200 89
Fernmount	N.B.	58 53	Forest Hall	Sask.	32 00
Fermoy	Ont.	116 00	Forest Hill	N.B.	39 80
Feronia	Ont.	185 55	Forest Home	N.S.	48 00
Ferrybank	Alberta	55 20	Forest Lawn	Alberta	411 15
Ferry Road	N.B.	127 50	Forest Nook (summer office)	Ont.	375 00
Fertility	Alberta	50 14	Foreston	N.B.	290 41
Fetherston	Ont.	73 50	Forfar	Ont.	246 40
Feuille d'Erable	P.Q.	214 80	Fork Lake	Alberta	44 00
Fielding	N.B.	84 30	Forks	N.B.	3 80
Fielding Road	N.S.	233 97	Forks Baddeck	N.S.	75 00
Fieldville (closed 7-5-21)	P.Q.	6 86	Fort a la Corne	Sask.	48 00
Fife	B.C.	465 95	Fort Alexander	Man.	131 50
Fife Lake	Sask.	84 00	Fort Assiniboine	Alberta	188 55
Figuery	P.Q.	115 00	Fort Augustus	P.E.I.	61 50
Findlay	Man.	316 90	Fort Chipewyan	Alberta	295 85
Findland	Ont.	77 00	Fortescue	Ont.	50 00
Findlay Forks	B.C.	28 00	Fort Fitzgerald	Alberta	154 75
Finlayson	N.S.	21 00	Fortier	Man.	399 45
Finmark	Ont.	130 95	Fort Garry	Man.	659 62
Fir Grove	N.B.	3 00	Fort Lawrence	N.S.	83 00
Fir Grove	P.Q.	60 70	Fort Louisburg	N.S.	29 25
Fir Mountain	Sask.	35 05	Fort Norman	N.W.T.	175 00
Fir Ridge	Sask.	28 00	Fort Pelly	Sask.	11 00
First South	N.S.	92 25	Fort Providence	Alberta	147 00
Fiset	P.Q.	65 00	Fort Resolution	Alberta	176 50
Fish Creek	Sask.	39 75	Fort St. James	B.C.	147 57
Fisher Mill	N.S.	43 68	Fort St. John	B.C.	304 67
Fisherman Bay	B..C.	47 25	Fort Simpson	Alberta	268 50
Fisherman's Harbour	N.S.	105 45	Fort Smith	Alberta	310 96
Fisher Home	Alberta	32 80	Fort Vermilion	Alberta	272 07
Fisherton	Man.	87 10	Fort William	P.Q.	256 13
Fishing Lake	Sask.	25 55	Fortune (closed 1-6-21)	Sask.	22 12
Fishing River, late Dnieper	Man.	123 19	Forty Mile	Yukon	46 00
Fitzpatrick	P.Q.	166 25	Fossambault	P.Q.	28 00
Five Mile River	N.S.	176 25	Fosston	Sask.	104 90
Flamand	P.Q.	277 00	Fosterville	N.B.	168 85
Flamboro Centre	Ont.	87 90	Fourchu	N.S.	174 49
Flanders	Ont.	719 70	Fournierville	Sask.	30 00
Flat Lake	Alberta	194 50	Four Falls	N.B.	223 20
Flatlands	N.B.	182 50	Four Roads	N.B.	22 80
Fletwode	Sask.	67 00	Fourteen Island Lake (summer office)	P.Q.	106 45
Fleurant	P.Q.	79 75	Fourteen Mile House	N.S.	32 40
Fleury	P.Q.	203 50	Fowler's Corners	Ont.	104 77
Flodden	P.Q.	55 00	Fox	Alberta	60 80
Flood	B.C.	119 50	Fox Creek	N.B.	389 30
Floral	Sask.	106 50	Foxdale	Sask.	78 20

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Foxey	Ont.	53 27	Galena	B.C.	289 56
Fox Harbour	N.S.	27 55	Galarneauville	Alberta	66 25
Fox Harbour Point	N.S.	30 00	Galilee	Sask.	312 10
Fox Island Main	N.S.	66 00	Gallagher	N.B.	25 40
Fox Hills	Sask.	16 20	Gallant Settlement	N.B.	29 00
Fox Point	N.S.	101 30	Gallocks	Sask.	33 25
Fox River	N.S.	301 33	Galloway	B.C.	251 40
Fox Valley	Sask.	249 60	Gambier	B.C.	456 40
Foymount	Ont.	41 20	Gambier	B.C.	456 40
Fradetville	P.Q.	35 00	Gameland	Ont.	28 00
Framboise	N.S.	118 05	Gananoque Junction	Ont.	Nil
Framboise Intervale	N.S.	38 25	Gang Ranch	B.C.	111 75
Framnes	Man.	24 00	Gap View	Sask.	29 00
Franceville(summer office)	Ont.	Nil	Garden Head	Sask.	26 00
Francoeur	N.B.	9 00	Garden Hill	Ont.	180 15
Frankburg	Alberta	53 09	Garden Island (summer office)	Ont.	38 18
Frankslake	Sask.	60 40	Garden of Eden	N.S.	109 61
Fraser Arm	B.C.	30 52	Garden Plain	Alberta	392 14
Fraserburg	Ont.	73 50	Garden River	Ont.	216 00
Fraser Lake	B.C.	418 80	Gardiner Mines	N.S.	40 00
Fraser's Mills	N.S.	40 00	Gardner's Creek	N.B.	60 00
Fraser's Point (summer office)	P.Q.	48 00	Garland	N.S.	75 00
Fraserton	Alberta	83 05	Garland	Man.	405 10
Fraserwood	Man.	579 15	Garland Mountain	N.B.	2 00
Fraxville	N.S.	20 70	Garneau Junction	P.Q.	255 51
Frechette	P.Q.	8 40	Garnet	N.B.	23 00
Frederickhouse	Ont.	196 20	Garnier	P.Q.	47 51
Fredericton Road	N.B.	45 00	Garonne	Sask.	63 50
Freedale	Man.	298 00	Garrington	Alberta	58 30
Free Grant	N.B.	28 23	Garroz	P.Q.	76 60
Freeman River	Alberta	75 67	Garry	N.S.	15 01
Fremington	Sask.	27 00	Garthby West	P.Q.	25 25
Freemont	Sask.	7 50	Gaspe Bay, South	P.Q.	225 80
French Cove	N.S.	52 00	Gaspereau	N.B.	86 00
French Hill	Ont.	100 00	Gaspereau Station	N.B.	269 10
French Lake	N.B.	90 00	Gaudette	P.Q.	396 66
Frenchman's Butte late Monnery	Sask.	35 60	Gauthier	P.Q.	35 00
French River	N.S.	60 53	Gauvin	P.Q.	11 50
French Road	N.S.	31 00	Gawas	Ont.	96 84
Frenchvale	N.S.	22 00	Gaythorne	N.B.	25 30
French Village	P.E.I.	119 35	Geary	N.B.	141 80
French Village	N.B.	12 60	Gegoggin	N.S.	11 42
French Village	N.S.	127 00	Gellatly	B.C.	78 95
Frenchville	Sask.	82 25	Gendron	P.Q.	32 50
Freppel	P.Q.	19 00	Genesse	Alberta	42 00
Freshwater	P.Q.	45 25	Genest	P.Q.	12 00
Fresnoy	Alberta	70 00	Genier	Ont.	164 84
Friar's Head	N.S.	114 30	Genthon	Man.	278 25
Fribourg	Alberta	27 75	Georgefield	N.S.	61 30
Friedenstal	Alberta	121 00	George's River	N.S.	126 50
Frog Lake	Alberta	263 90	George's River Station	N.S.	24 00
Frogmore	Ont.	93 60	Georgeville	N.S.	76 00
Frost Village	P.Q.	47 85	Georgina Island	Ont.	45 00
Fugereville	P.Q.	158 05	Gergovia	Sask.	69 00
Fulda	Sask.	100 50	Gerin	P.Q.	90 10
Fulton Brook	N.B.	8 00	Germania	Ont.	69 55
Fundale	Sask.	59 00	German Brook	N.B.	25 00
Furman	Alberta	17 80	German Mills	Ont.	32 44
Furnace Falls	Ont.	60 00	Germantown	N.B.	46 00
Furness	Sask.	24 50	Gerrard	B.C.	44 80
Gabarouse Barachois	N.S.	316 00	Gerrard Island	N.S.	29 00
Gabarouse Lake	N.S.	92 00	Gethsemani	P.Q.	36 50
Gabriola Island	B.C.	265 25	Geyser	Man.	77 87
Gad's Hill Station	Ont.	706 85	Giant's Lake	N.S.	37 35
Gagne	P.Q.	278 45	Giasson	P.Q.	28 00
Gagnon	Ont.	138 00	Gibbon	N.B.	39 00
Gahern	Alberta	93 52	Gibbon's Station	Alberta	
Gairloch Mountain	N.S.	15 30	Gibson Heights	B.C.	143 17
			Giffard	P.Q.	601 70

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Gifford Station	B.C.	245 00	Glenemma	B.C.	75 50
Gignac	P.Q.	55 00	Glenfarne (summer office)	P.Q.	35 00
Gilbert	Alberta	146 69	Glenfield	Ont.	14 00
Gilbert Cove	N.S.	227 70	Glenford	Alberta	67 90
Gilby	Alberta	269 03	Glenforsa	Man.	13 75
Gilks	N.B.	163 00	Glengarden	Alberta	30 00
Gillander's Mountain	N.S.	25 44	Glengarry Station	N.S.	188 00
Gillespie	Sask.	147 25	Glengarry Valley	N.S.	12 25
Gillies Bay	B.C.	43 00	Glen Haven	N.S.	192 90
Gillies Depot	Ont.	64 51	Glenhewitt	Alberta	40 00
Gillies Lake	N.S.	8 00	Glenhope	Man.	22 15
Gillies Point	N.S.	13 36	Glen Huron	Ont.	130 50
Gillies Point East	N.S.	22 00	Glen Island (summer office)	Ont.	Nil
Gillies Cove	N.S.	50 00	Glenister	Alberta	30 00
Gilliisdale	N.S.	51 60	Glenkeen	N.S.	26 00
Gillisville	N.S.	26 00	Glen Kerr	Sask.	40 00
Gilnockie	Sask.	22 51	Glenlivet	P.Q.	108 00
Gilroy	Sask.	603 71	Glenlivet	N.B.	12 00
Gilt Edge	Alberta	46 00	Glen Leslie	Alberta	76 50
Girard	P.Q.	79 00	Glen Major	Ont.	82 00
Girardville	P.Q.	54 10	Glen Margaret	N.S.	279 12
Gironde	P.Q.	402 25	Glen Mary	Sask.	29 50
Girouardville	N.B.	28 00	Glen Meyer	Ont.	280 75
Glacier Creek	Yukon	68 00	Glen McPherson	Sask.	56 35
Gladmar	Sask.	325 00	Glen Morrison	N.S.	20 00
Gladstone	N.B.	35 33	Glenmount (summer office)	Ont.	343 00
Gladwin	Sask.	35 50	Glenora	N.S.	23 00
Gladwyn	N.B.	40 00	Glenora Falls	N.S.	13 00
Gladys	Alberta	145 50	Glen Orchard	Ont.	128 55
Glamorgan	Ont.	11 00	Glen Rae	Ont.	100 50
Glanford Station	Ont.	564 47	Glenreagh	Alberta	62 00
Glanmire	Ont.	30 00	Glen Road	N.S.	21 00
Glasgow	N.S.	30 00	Glenrosa	B.C.	85 55
Glasgow Mountain	N.S.	2 00	Glen Titus	N.B.	28 45
Glaslyn	Sask.	119 50	Glen Tosh	N.S.	43 00
Glassburn	N.S.	44 92	Glentworth	Sask.	40 00
Glaude	N.B.	12 00	Glen Valley	B.C.	262 57
Gleason Road	N.B.	145 00	Glenview	Alberta	60 00
Glebe Road	N.S.	8 00	Glenville	N.S.	90 00
Gledhow	Sask.	166 35	Glenwater	Ont.	22 00
Glenada	Sask.	155 70	Glenwood	N.B.	191 00
Glen Adelaide	Sask.	33 00	Glidehurst	Alberta	10 25
Glen Alda	Ont.	50 10	Glyn	B.C.	45 00
Glen Almond	P.Q.	110 00	Gobeil	P.Q.	71 25
Glen Alpine	N.S.	38 00	Goble's	Ont.	183 92
Glen Andrew (closed 21-5-21)	Ont.	14 83	Godbout	P.Q.	155 52
Glenannan	Ont.	93 00	Goddard	Alberta	97 00
Glenarm	Ont.	210 05	Goff's	N.S.	65 95
Glenbervie	N.S.	105 70	Gogama	Ont.	1,127 66
Glenbogie	Sask.	45 00	Go Home (summer office)	Ont.	480 25
Glenbrea	Sask.	10 75	Gold Brook	N.S.	19 50
Glenburnie	Ont.	160 75	Goldburg	Sask.	32 90
Glenbush	Sask.	290 70	Gold Creek	Alberta	30 50
Glen Campbell	N.S.	10 00	Goldenburg	Ont.	43 71
Glencoe	N.S.	24 60	Golden Grove	N.B.	92 00
Glencoe	N.B.	33 00	Golden Grove Mills	N.B.	7 00
Glencoe Mills	N.S.	46 50	Golden Plain	Sask.	77 60
Glencove	N.S.	10 50	Golden Prairie	Sask.	177 75
Glen Cross	Ont.	116 40	Golden Stream	Man.	36 25
Glendale	N.S.	116 90	Golden Vale	Sask.	20 50
Glendale	Man.	20 00	Golden Valley	Ont.	273 42
Glendinning	Man.	37 00	Goldenville	N.S.	169 91
Glendon	Alberta	150 00	Gold Spring	Alberta	5 00
Glendower	Ont.	32 00	Goldstream	B.C.	147 17
Glendyer	N.S.	98 00	Gollier	Sask.	74 80
Glen Elder	Sask.	15 00	Gondola Point	N.B.	111 15
Glendyne	P.Q.	643 00	Gonor	Man.	82 90
Glenelg	N.S.	62 84	Goodfare	Alberta	60 00
Glenellen	Sask.	36 00	Goodfish Lake	Alberta	37 05
Glen Elmo	Man.	88 90	Good Hope	Alberta	24 00

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue $ cts.
Gooding	Sask.	57 00
Goodwin Mill	N.B.	14 60
Gooseberry Cove	N.B.	67 50
Goose Creek	N.B.	30 00
Gopher Head	Alberta	71 30
Gordon Lake	Ont.	179 58
Gordonsville	N.B.	131 00
Gore	N.S.	291 50
Gore	P.Q.	170 15
Gorefield	Sask.	49 50
Goring	Ont.	105 25
Gorkendon	Sask.	25 00
Gosford	P.Q.	5 00
Goshen	N.B.	23 50
Goshen	N.S.	150 19
Goulais River	Ont.	148 75
Goulbourne	Man.	32 00
Gould Station	P.Q.	187 30
Gouldsboro	Alberta	28 83
Gouldtown	Sask.	113 00
Goulet	P.Q.	35 00
Gowland Mountain	N.B.	24 00
Grace	Sask.	95 50
Grahamdale	Man.	658 49
Graham Hill	Sask.	79 50
Graham Landing	B.C.	111 95
Grainfield	N.B.	69 00
Graminia	Alberta	45 00
Gramont	P.Q.	124 25
Grand Aldouane	N.B.	57 29
Grande Anse	N.S.	242 00
Grand Bay	N.B.	313 76
Grand Beach (summer office)	Man.	321 80
Grande Caroline	P.Q.	47 00
Grand Desert	N.S.	184 00
Grand Deuxième	P.Q.	12 20
Grande Grève	N.S.	61 00
Grande Montagne	P.Q.	75 00
Grande Pointe	Man.	130 50
Grande Vallée	P.Q.	501 10
Grands Fonds	P.Q.	25 10
Grandigue	N.B.	136 20
Grandin	Alberta	16 00
Grandigue Ferry	N.S.	25 00
Grand Lake Station	N.S.	67 90
Grand Mira, North	N.S.	20 00
Grand Mira, South	N.S.	51 70
Grand Pabos	P.Q.	152 99
Grand Pabos, Ouest	P.Q.	54 00
Grand Rang	P.Q.	101 00
Grand Rapids	Man.	15 00
Grand Remou	P.Q.	50 00
Grande Rivière Ouest	P.Q.	245 02
Grand River Falls	N.S.	28 00
Grand St. Esprit	P.Q.	232 50
Grand St. Louis	P.Q.	52 00
Grangeville	N.B.	9 60
Grandlea	Alberta	43 00
Grant	Ont.	681 50
Grantville	N.S.	190 00
Granville	Yukon	158 00
Grass Cove	N.S.	40 00
Grassmere	Ont.	28 00
Grass River	Man.	23 50
Grassy Plains	B.C.	129 00
Grattan	N.B.	69 64
Grattan	Ont.	81 75
Gratz	Alberta	9 00
Gravel	P.Q.	61 50
Gravel Hill	Ont.	78 00
Gravesend (closed 1-8-21)	Sask.	Nil
Grayburn	Sask.	149 40
Gray Creek	B.C.	236 59
Graydahl	Sask.	60 00
Graystones	Alberta	Nil
Graytown	Sask.	70 00
Graywood	N.S.	62 54
Great Deer	Sask.	163 40
Great Desert	Ont.	37 05
Greece's Point	P.Q.	10 00
Greenbank	Ont.	251 75
Greenbrier	Sask.	136 00
Greenbush (opened 1-9-21)	Sask.	160 93
Greendale	N.S.	12 00
Greenfield, Colchester	N.S.	78 80
Greening	P.Q.	123 86
Green Glade	Alberta	44 05
Green Harbour	N.S.	135 00
Grenning	P.Q.	Nil
Green Lake	Sask.	75 45
Greenland	Man.	38 20
Greenlawn	Alberta	138 26
Green Mountain	Ont.	29 00
Greenock	Ont.	342 45
Greenough Settlement	N.S.	18 00
Green Point Rapids (closed 30-10-21)	B.C.	21 73
Green Ridge	Man.	282 45
Green River	Ont.	138 75
Green's Brook	N.S.	20 25
Greensides	Sask.	19 50
Greenstreet	Sask.	42 05
Greenvale	N.S.	13 00
Greenview	Ont.	97 00
Greenwald	Man.	77 40
Greenwich Hill	N.B.	155 50
Greer	N.B.	93 02
Greer Mount	P.Q.	19 50
Gregan	N.B.	199 00
Gregherd	Sask.	21 00
Gregoire's Mill	Ont.	181 60
Gregory (Summer Office) (opened 23-4-21)	Ont.	194 27
Grenadier Island	Ont.	62 60
Grenville Bay	P.Q.	100 00
Grey's Mills	N.B.	87 00
Griffith	Ont.	168 70
Grimsthorpe	Ont.	66 00
Grizzly Bear	Alberta	230 00
Grondines Est	P.Q.	79 00
Grondines Station	P.Q.	136 22
Grondines Ouest	P.Q.	111 00
Grosmont	Alberta	52 05
Gros Morne	P.Q.	52 85
Gros Pin	P.Q.	56 50
Grosse Isle	Man.	315 60
Grosse Coques	N.S.	281 10
Grosses Roches	P.Q.	254 83
Grosswerder	Sask.	196 15
Grosvenor	N.S.	41 00
Gros Ventre	Alberta	59 00
Groton	Alberta	68 00
Grove Park	Sask.	36 00
Grove Creek	P.Q.	46 00
Groves Point	N.S.	41 00
Grund	Man.	34 00
Grunthal	Man.	129 65
Gueguen	N.B.	86 00
Guimond	N.B.	35 00
Guerin, late Lalement	P.Q.	245 00

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			
Guindon	P.Q.	33 00	Hammondvale	N.B.	111 15
Guiney	Ont.	6 00	Hampton	P.E.I.	231 70
Guite	P.Q.	60 10	Hamrlik	Man.	30 01
Gunderson	Sask.	151 80	Hanbury	Ont.	128 10
Gunning Cove	N.S.	356 00	Hanbury	B.C.	38 00
Gunter	Ont.	87 75	Hanceville	B.C.	179 95
Gurneyville	Alberta	20 00	Handsworth	Sask.	44 50
Guthrie	Ont.	69 25	Hanford Brook	N.B.	46 00
Guynemer	Man.	50 61	Hannon	Ont.	364 50
Guysborough Intervale	N.S.	74 75	Hansford	N.S.	27 00
Gwendoline	Sask.	9 00	Happy Valley	B.C.	86 30
Gypsumville	Man.	694 36	Harbledown	B.C.	74 60
Haas	Man.	218 60	Harbour Centre	N.S.	20 00
Hachi	N.B.	52 00	Harbour Road	N.S.	65 00
Hacheyville	N.B.	9 00	Harbourview	N.S.	132 16
Hacke	Alberta	17 75	Harcourt	Ont.	180 60
Hackett's Cove	N.S.	237 20	Hardwicke	N.B.	231 94
Hadashville	Man.	129 90	Hardwood Hills	P.Q.	50 00
Haddock	Alberta	97 70	Hardwood Lake	Ont.	55 40
Hadlington	Ont.	53 00	Hardwood Lands	N.S.	30 00
Ha! Ha! Bay Junction	P.Q.	120 35	Harehills	Sask.	47 50
Haight (opened 1-11-21)	Alberta	89 00	Harewood	N.B.	39 35
Haines Lake	Ont.	18 00	Harlan	Sask.	133 32
Hairy Hill	Alberta	129 60	Harlech	Alberta	30 00
Halbstadt	Man.	108 00	Harlem	Ont.	130 05
Halcomb	N.B.	65 00	Harlington	Man.	134 51
Halcourt	Alberta	85 00	Harlowe	Ont.	218 86
Halcro	Sask.	30 00	Harmattan	Alberta	230 00
Halcyon Hot Springs	B.C.	169 05	Harmony	Ont.	61 31
Haldane Hill	Ont.	73 50	Harmony	N.S.	71 00
Haldimand	P.Q.	218 44	Harmony Mills	N.S.	72 90
Half Island Cove	N.S.	245 05	Harmsworth	Man.	183 00
Halfmoon Bay	B.C.	221 20	Horsefly	B.C.	
Halfway (opened 2-12-21)	Ont.	20 00	Harper's Corners	Ont.	43 00
Halfway Brook	N.S.	48 75	Harperville	Man.	17 00
Halfway Cove	N.S.	109 00	Harptree	Sask.	21 60
Halfway Lake	Alberta	51 00	Harricanaw Ouest (opened 1-5-21)	P.Q.	41 00
Halfway River Station	N.S.	180 50	Harrigan Cove	N.S.	206 00
Halicz	Man.	39 68	Harrington Harbour	P.Q.	119 80
Halifax Sub-Office No. 3	N.S.	*b*	Harrisburg	Ont.	239 50
Halifax Sub-Office No. 6	N.S.	*b*	Harrisland	Sask.	37 30
Hall	B.C.	130 00	Harris Hill	Ont.	25 00
Halladay	Alberta	258 12	Harrison Mills	B.C.	441 42
Hallboro	Man.	80 90	Harrison Settlement (closed 1-5-21)	N.S.	0 56
Hallgarth	Sask.	70 00	Harrisville	N.B.	31 00
Hall's Bridge	Ont.	488 09	Hart	Sask.	315 95
Hall's Glen	Ont.	61 95	Hartford	N.S.	119 00
Hall's Harbour	N.S.	185 80	Hartley	Ont.	155 00
Hall's Lake	Ont.	63 00	Hartley Bay	B.C.	63 05
Hall's Prairie	B.C.	67 34	Hartling	N.S.	321 45
Halpenny	Ont.	59 00	Hartshorn	Alberta	234 73
Halversen	P.Q.	51 00	Hartsmere	Ont.	66 50
Halvorgate	Sask.	36 25	Hartville	N.S.	42 73
Hamel	P.Q.	33 25	Harvard Lakes	N.S.	6 00
Hamelin	P.Q.	66 46	Harvey Bank	N.B.	163 85
Hamill'sPoint(summer office)	Ont.	136 70	Harwill	Man.	21 50
Hamilton	P.E.I.	93 20	Harwood Plains	Ont.	32 20
Hamilton Cove	P.Q.	320 05	Hassett	N.S.	53 80
Hamilton Mountain	N.B.	25 00	Hastings	N.B.	30 00
Hamilton Sub-Office No. 6	Ont.	*a*	Hatchley Station	Ont.	294 20
Hamilton Sub-Office No. 7	Ont.	*a*	Hatfield	Sask.	115 50
Hamilton Sub-Office No. 9	Ont.	*a*	Hatherleigh	Sask.	73 50
Hamilton Sub-Office No. 10	Ont.	*a*	Hathersage	Alberta	141 76
Hamilton Sub-Office No. 11	Ont.	*a*	Hattonford	Alberta	43 60
Hamilton Sub-Office No. 14	Ont.	*a*	Haultain	Ont.	71 50
Hamlin	Alberta	187 52	Hauteur	P.Q.	290 55
Hammertown	Ont.	64 65			
Hammond River	N.B.	116 20			

(*a*) For revenue, *see* under Hamilton Sub-Office
(*b*) For revenue *see* under Halifax Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue $ cts.
Haut Lameque	N.B.	40 85
Haut Shippigan	N.B.	16 00
Havelock	N.S.	137 25
Havenvale	N.S.	37 00
Havergale	Ont.	50 00
Haverhill	Sask.	34 00
Haverigg	Alberta	55 50
Havilah	Ont.	36 50
Hawker	N.S.	24 00
Hawkeye	Sask.	71 50
Hawk Lake	Ont.	89 35
Hawksdale	Alberta	95 00
Hawthorne	N.S.	25 00
Hay	Ont.	270 78
Hay Cove	N.S.	60 80
Hay Creek	Alberta	15 70
Hay Meadow	Sask.	54 85
Hayesville	N.B.	31 30
Hayland	Man.	65 10
Hay River	Alberta	130 50
Hay's River	N.S.	54 25
Hazel Bank	Sask.	9 50
Hazel Bluff	Alberta	39 00
Hazeldale	N.S.	32 50
Hazel Land	P.Q.	55 00
Hazelridge	Man.	406 05
Hazelwood	Sask.	34 05
Hazlet	Sask.	34 47
Head Lake	Ont.	136 00
Headlands	Sask.	44 00
Head of Amherst	N.S.	142 10
Head of Chezzetcook	N.S.	300 00
Head of Jeddore	N.S.	205 10
Head of Lochaber	N.S.	46 25
Head of Loch Lomond	N.S.	50 00
Head of Millstream	N.B.	172 00
Hearnleigh	Alberta	57 51
Heart Lake	Alberta	146 00
Heaslip Station	Man.	92 30
Heath Creek	Alberta	23 00
Heathdale	Alberta	60 00
Heatherdown	Alberta	253 00
Heath Point	P.Q.	10 00
Hebbs Cross	N.S.	170 11
Hebbville (closed 11-6-21	N.S.	
Hébert	N.B.	27 00
Hebron	N.B.	36 00
Hecla	Man.	168 13
Hectanooga	N.S.	210 00
Hector (summer office)	Ont.	310 00
Heidelburg	Ont.	292 49
Hekkla	Ont.	50 00
Heinsburg	Alberta	59 50
Heldar	Alberta	126 30
Helmsdale	Alberta	67 31
Hemison	P.Q.	131 60
Henderson Settlement	N.B.	87 00
Henderson Vale	P.Q.	10 00
Henfryn	Ont.	103 23
Hennepin	P.Q.	65 00
Hennigar	N.S.	135 65
Henriel	Sask.	30 35
Henrivassal	P.Q.	157 50
Henry River	P.Q.	516 00
Heon	P.Q.	35 00
Heppel	P.Q.	77 40
Herb Lake	Man.	136 00
Hercules	Alberta	67 76
Hereford	P.Q.	141 55
Hermitage Club	P.Q.	49 85
Hermon	Ont.	423 46
Heron Island	N.B.	20 00
Herring Cove	N.S.	112 78
Hérouville	P.Q.	223 95
Herronton	Alberta	37 25
Heskeith (opened 1-12-21)	Alberta	10 00
Hétrière	P.Q.	24 00
Hewitt Landing	Sask.	70 50
Hexham	N.B.	84 50
Hibernia	N.B.	146 50
High Bank	P.E.I.	31 00
Highfield	N.B.	70 50
Highgate Siding (re-opened 1-8-21)	Sask.	81 25
High Hill	Sask.	34 00
Highland	N.S.	12 00
Highland Hill	N.S.	32 00
Highland Village	N.S.	60 70
High Point	Sask.	10 00
High Tor (opened 1-10-21)	Sask.	27 30
Highvale	Alberta	51 00
High View	Sask.	122 20
Highworth	Sask.	48 00
Hilbre	Man.	360 49
Hildegard	N.B.	10 00
Hilden	N.S.	133 80
Hillaton	N.S.	67 00
Hillandale	Sask.	65 00
Hill Crest	P.Q.	30 00
Hill End	Alberta	49 00
Hillesden	Sask.	34 50
Hill Grove	N.S.	77 00
Hilliam	B.C.	67 00
Hilliard	Alberta	459 50
Hillsborough	N.S.	95 40
Hillsburn	N.S.	134 50
Hillsdale	N.S.	30 00
Hillsdale	N.B.	164 40
Hillsdown	Alberta	375 20
Hillside	Ont.	178 52
Hillside Beach	Man.	50 25
Hillside, Boularderie	N.S.	43 75
Hillside, Cape Breton	N.S.	23 10
Hillside	Sask.	151 00
Hillsley	Sask.	43 25
Hills Lake	Ont.	22 00
Hillspring	Alberta	251 45
Hillsvale	N.S.	84 15
Hilltop	Man.	92 90
Hillview	Man.	10 00
Hilly Grove	Ont.	21 50
Hindon Hill	Ont.	34 95
Hindville	Alberta	41 70
Hiram	Alberta	22 25
Hnausa	Man.	238 90
Hoard's Station	Ont.	267 00
Hoath (closed 31-7-21)	Sask.	Nil
Hobbema	Alberta	254 75
Hochstadt	Man.	49 00
Hocquart	P.Q.	81 50
Hodgins	P.Q.	60 50
Hogan	Ont.	238 68
Holbein	Sask.	117 00
Holborn	Alberta	57 21
Holderville	N.B.	78 97
Holland's Mills	P.Q.	46 00
Holmesville	N.B.	53 80
Holmesville	Ont.	205 75
Holmwood (closed 31-7-21)	B.C.	Nil
Holt	Ont.	112 82

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Holtville	N.B.	87 55	Hyde	Sask.	65 00
Homebrook (opened 1-11-21)	Man.	27 08	Hydraulic	B.C.	42 00
Homeglen	Alberta.	90 75	Hydro Glen	Ont.	151 00
Homer Siding	Ont.	74 00	Hylo (opened 1-12-21)	Alberta.	Nil
Homeside	Ont.	*a*	Hythe	Alberta.	220 97
Homeville	N.S.	13 50			
Honeydale	N.B.	146 26	Ida	N.B.	7 00
Honey Harbour (summer office)	Ont.	525 00	Ideal	Man.	64 25
Honeymoon	Sask.	34 00	Idylwild (closed 1-5-21)	Man.	Nil
Honora	Ont.	100 52	Iffley	Sask.	89 50
Hope Bay	Ont.	49 50	Ile a la Crosse	Sask.	48 50
Hopefield	Ont.	50 00	Ile aux Oies	P.Q.	33 50
Hope Hill (closed 1-7-21)	Sask.	Nil	Ile des Chenes	Man.	160 75
Hopetown	P.Q.	155 00	Ile Mainville	P.Q.	48 00
Hopetown	Ont.	96 78	Ile Michon	P.Q.	5 00
Hope Valley	Alberta.	16 00	Ile Verte Ouest (opened 1-12-21)	P.Q.	60 45
Hopington	B.C.	120 50	Illerbrun	Sask.	32 50
Hopkins Landing	B.C.	106 00	Ilfracombe	Ont.	64 70
Hopper	N.B.	8 70	Illicillewaet	B.C.	70 49
Hornby Island	B.C.	294 90	Imhoff	N.B.	90 00
Horncastle	Ont.	44 20	Inchby	N.B.	74 50
Horndean	Man.	230 50	Indian Book	N.S.	64 50
Horn's Road	N.S.	36 00	Indian Harbour	N.S.	314 25
Horse Butte	Sask.	109 21	Indian Harbour Lake	N.S.	128 65
Horse Creek	Sask.	48 60	Indian Island	N.B.	36 30
Horsefly, late Harpers Camp	B.C.	315 25	Indian Mountain	N.B.	30 01
Horse Lake	Sask.	27 47	Indian Path	N.S.	27 26
Horseshoe Lake	Alberta.	9 00	Indian Point	N.S.	182 30
Hoselaw	Alberta.	25 00	Indian Road	N.S.	55 05
Hotspur	Ont.	12 00	Indian Springs	Man.	66 05
Houde	P.Q.	13 60	Ingebright	Sask.	210 75
Hough Lake	Ont.	71 15	Ingleford	Sask.	26 00
Housey's Rapids	Ont.	152 75	Inglis (closed 30-9-21)	Alberta.	8 71
Hove	Man.	52 45	Ingoldsby	Ont.	60 25
Howard	N.B.	91 00	Ingolf	Ont.	235 35
Howard Brook	N.B.	26 58	Ingomar	N.S.	233 80
Howardville	Man.	47 95	Ingonish Beach	N.S.	170 03
Howdenvale (summer office)	Ont.	41 84	Ingonish Centre	N.S.	75 70
Howie	Alberta.	93 75	Ingonish Ferry	N.S.	179 14
Howie Centre	N.S.	30 00	Inholmes	Ont.	35 50
Howser	B.C.	174 06	Inkerman Ferry	N.B.	45 00
Hoyle	Ont.	194 00	Inlet	P.Q.	113 75
Hubalta	Alberta.	41 00	Inlet Baddeck	N.S.	30 00
Hudson Hope	B.C.	107 50	Innes	Sask.	114 45
Hugel	Ont.	80 00	Innisville	Ont.	167 75
Hulatt	B.C.	190 50	Intervale	N.B.	20 00
Hulton	Man.	325 26	Intola	Ont.	65 75
Hume	Sask.	185 00	Invergordon	Sask.	146 55
Hume Rear	N.S.	19 00	Inventa	N.S.	35 50
Humphrey	Ont.	77 00	Iola	Alberta.	165 95
Hunta	Ont.	168 75	Iona	Ont.	214 95
Hunter's Home	N.B.	9 50	Iona	P.E.I.	162 00
Hunter's Lodge	N.S.	43 80	Iona Rear	N.S.	112 00
Hunter's Mountain	N.S.	77 75	Ireland	N.S.	19 00
Hunter's Point	P.Q.	155 40	Ireland	Ont.	37 75
Hunterstown	P.Q.	178 50	Irish Cove	N.S.	109 81
Huntington	N.S.	13 00	Irishtown	N.B.	55 00
Hunt's Point	N.S.	234 50	Irish Vale	N.S.	26 00
Hupel	B.C.	43 75	Iron Bound Cove	N.B.	22 00
Hurdman Lodge	Sask.	70 75	Iron Hill	P.Q.	250 40
Hurdville	Ont.	129 31	Iron Mines	N.S.	80 90
Hurkett	Ont.	496 98	Iron Ore	N.S.	12 00
Huronville	Sask.	118 00	Ironville	N.S.	46 00
Husavick	Man.	21 00	Iroquois	N.B.	141 38
Hutton House	Ont.	238 50	Irwinville	Alberta.	37 10
Hyannes	N.S.	12 00	Isaac's Harbour North	N S.	133 10

(*a*) For revenue *see* under Hamilton Sub-offices.

Non-Accounting Post Offices—*Continued*

Name of Post-Office	Province	Revenue $ cts.
Isafold	Man.	12 25
Isherwood	[illegible]	246 95
Island Grove	[illegible]	287 00
Island Point	N.S.	30 00
Island River	N.B.	99 00
Isle aux Coudres	P.Q.	181 31
Isle Bizard	P.Q.	171 00
Isle Dupas	P.Q.	24 45
Isle Verte Ouest	P.Q.	60 40
Isle Verte Sud	P.Q.	61 15
Ispa	Alberta	26 50
Issoudun	P.Q.	271 90
Italy Cross	N.S.	283 85
Ivera	N.S.	18 00
Ivry	P.Q.	35 50
Ivry Nord	P.Q.	226 00
Ivy	Ont.	210 70
Ivy Lea (summer office)	Ont.	230 25
Jack's Lake	Ont.	73 00
Jackson	N.S.	65 00
Jackson Corners	Ont.	171 25
Jacksonville	N.S.	10 00
Jaco Hughes	P.Q.	24 17
Jailletville	N.B.	24 30
James River	N.S.	21 00
James River Bridge	Alberta	52 00
James River Station	N.S.	310 50
Jamesville	N.S.	22 00
Jamesville West	N.S.	180 85
Jamot	Ont.	33 00
Janetville Station	Ont.	95 90
Janow	Man.	687 51
Janvrins Harbour	N.S.	40 00
Jardine Brook	N.B.	24 10
Jardineville	N.B.	66 70
Jarvisberg	Ont.	421 01
Jarnac	P.Q.	1 00
Jeannette's Creek	Ont.	161 02
Jeanne d'Arc	P.Q.	129 22
Jean Noel	P.Q.	24 00
Jedburgh	Sask.	90 48
Jeddore Oyster Ponds	N.S.	356 55
Jedway	B.C.	65 00
Jefferson	Ont.	195 44
Jeffry	N.B.	136 75
Jeffrey	Alberta	120 93
Jellicoe	Ont.	341 80
Jellyby	Ont.	188 50
Jersey Cove	N.S.	46 50
Jersey Cove	P.Q.	139 50
Jersey Mills	P.Q.	112 50
Jesmond	B.C.	139 61
Jessica	B.C.	98 31
Jewellville	Ont.	114 00
Jocko River	Ont.	372 00
Jock Vale	Ont.	69 35
Joeville (opened 15-8-21)	Sask.	136 00
Joffre	P.Q.	21 00
Joggin Bridge	N.S.	702 60
Johnson's Croft	N.B.	13 00
Johnson's Landing	B.C.	51 05
Johnson's Mills	N.B.	57 75
Johnston's River	P.E.I.	365 55
Johnstown	N.S.	43 50
Johnville	N.B.	145 20
Jolicure	N.B.	161 00
Jonction Bel Air (summer office)	P.Q.	50 00
Jonesville	Sask.	791 25
Joncquière Ouest	P.Q.	467 09
Jordan Bay	N.S.	84 35
Jordan Bay, East Side	N.S.	152 10
Jordan Branch	N.S.	97 50
Jordan Ferry	N.S.	96 50
Jordan Mountain	N.B.	32 50
Jordan River	Sask.	58 75
Joseph Farm	P.Q.	22 30
Josephine	Sask.	34 75
Josephsburg	Ont.	19 00
Joyal	P.Q.	25 00
Joynt	P.Q.	40 56
Jubilee	N.S.	25 00
Juddhaven	Ont.	452 85
Judge	Ont.	170 45
Judique	N.S.	172 40
Judique Intervale	N.S.	13 00
Judique, South	N.S.	399 79
Julien	P.Q.	54 70
Jumbo Gardens	Ont.	40 00
Jumping Pound	Alberta	126 35
Juniper	N.B.	874 60
Juniper Island (summer office)	Ont.	353 42
Juniper Mount	N.S.	12 00
Junor	Sask.	164 93
Jura	B.C.	62 00
Juvenile Settlement	N.B.	48 60
Kahshe Lake (summer office)	Ont.	153 20
Kahwin	Alberta	129 50
Kakawis	B.C.	50 00
Kaleland	Alberta	24 00
Kalevala	Man.	35 00
Kamouraska-aux-Côtes	P.Q.	119 85
Kanata	Alberta	50 25
Kanaraskis	Alberta	136 00
Kanawana (summer office)	P.Q.	113 00
Kane	Man.	150 00
Kannon	P.Q.	113 00
Kantenville	Sask.	56 25
Kanyengeh	Ont.	15 40
Karluk	Sask.	280 60
Kashaboiwe	Ont.	233 00
Kavanagh Mills	N.S.	10 01
Kawartha Park (summer office)	Ont.	535 00
Kawene	Ont.	105 74
Kayville	Sask.	81 30
Kazubazua Station	P.Q.	194 00
Kealey Springs	Sask.	33 77
Keatley	Sask.	40 00
Kedgemakooge (summer office)	N.S.	14 00
Kedron	N.B.	147 34
Keephills	Alberta	15 00
Kegaska	P.Q.	113 89
Keithley Creek	B.C.	116 28
Keld	Man.	132 90
Kelly	P.Q.	20 00
Kellyvale (opened 1-9-21)	Sask.	207 00
Kelly's Cross	P.E.I.	170 50
Kelso	Ont.	4 00
Kelvin Glen	N.S.	171 00
Kemnay	Man.	54 00
Kempt Road	N.S.	49 00
Kempt Road Hill	P.Q.	174 70
Kempt Shore	N.S.	105 20
Kempt Town	N.S.	

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Kenlis	Sask.	124 50	Kingston Station	Ont.	*a*
Kenloch	N.S.	169 92	Kingston Village	N.S.	222 30
Kennaway	Ont.	60 00	Kingsville	N.S.	76 53
Kennebecasis Island	N.B.	35 00	Kingsway (summer office)	Ont.	445 00
Kennell (closed 13-8-21)	Sask.	Nil	Kinikinik	Alberta.	13 50
Kennetcook Corner	N.S.	830 36	Kinloss	Ont.	195 03
Kenney	Ont.	348 00	Kinmundy	Alberta.	164 50
Kennington Cove	N.S.	20 00	Kinosota	Man.	390 00
Kenogami Lake	Ont.	188 75	Kinnondale	Alberta.	80 55
Keno Hill (opened 1-7-21)	Yukon	110 00	Kinsac	N.S.	31 00
Kensington Heights	Ont.	91 50	Kinsman's Corners	N.S.	726 65
Kensington Point (summer office)	Ont.	Nil	Kintail	Ont.	177 30
Kensmith (closed 10-1-22)	Sask.	24 85	Kintore	N.B.	112 70
Kent Boom	N.B.	47 00	Kippenville	Alberta.	117 00
Kent Lake	N.B.	62 50	Kirkella	Man.	348 57
Kentvale	Ont.	182 90	Kirkhill	N.S.	37 05
Keppoch	N.S.	14 00	Kirkhill	Ont.	8 17
Kerndale	Alberta.	46 00	Kirkness	Man.	57 30
Kerry	N.B.	15 00	Kirkmount	N.S.	19 00
Kersey	Alberta.	44 25	Kirk's Ferry	P.Q.	615 50
Kersley	B.C.	214 50	Kirkwood	N.S.	24 10
Kessler	Alberta.	45 00	Kirkwood	N.B.	26 80
Kessock (closed 27-4-21)	Sask.	Nil	Kirouac	P.Q.	167 10
Ketchum	Alberta.	70 00	Kiskisink	P.Q.	279 35
Ketch Harbour	N.S.	84 00	Kispiox	B.C.	7 00
Kettle Valley	B.C.	446 90	Kitigan	Ont.	71 86
Kevisville	Alberta.	66 00	Kitimat Mission	B.C.	137 95
Kew	Alberta.	158 50	Kitsum Kelum	B.C.	49 00
Kewanna (opened 1-5-21)	Man.	62 20	Kivikoski	Ont.	25 00
Kewstoke	N.S.	37 00	Klamath	Sask.	13 00
Key Junction	Ont.	202 81	Kleczkowski	Sask.	77 75
Keystone	Alberta.	43 00	Kleefeld	Man.	85 00
Key West	Sask.	30 00	Kleskun Hill	Alberta.	27 75
Khartum	Ont.	36 12	Klintonel	Sask.	30 00
Kilfoil	N.B.	51 40	Knappen	Alberta.	64 75
Kilgard (opened 16-5-21)	B.C.	202 58	Knightington	Ont.	70 70
Kilkenny	Man.	16 00	Knight Inlet, (summer office)	B.C.	Nil
Kilkerran (opened 1-11-21)	B.C.	28 00	Knobb Hill	Alberta.	78 00
Killaloe	Ont.	116 10	Knowles (opened 13-6-21)	N.S.	112 00
Killam's Mills	N.B.	94 80	Knowlton Landing	P.Q.	167 30
Killarney Lake	Alberta.	27 00	Knoxbridge	P.Q.	46 65
Killdeer	Sask.	18 30	Knoydart	N.S.	40 00
Killowen	N.B.	25 00	Knutsford	B.C.	75 75
Kiltarlity	N.S.	40 00	Koch Siding	B.C.	272 32
Kilronan	Sask.	15 00	Komarno	Man.	339 65
Kilwinning	Sask.	35 00	Koostatak, late Fisher River	Man.	111 71
Kilwinning Siding	Sask.	78 75	Kootenay Bay	B.C.	163 02
Kimball	Alberta.	129 00	Kopernick	Alberta.	21 00
Kimberley	P.Q.	47 00	Korah	Ont.	58 00
Kimsquit (summer office)	B.C.	17 90	Kossuth (closed 1-7-21)	Ont.	Nil
Kinbrae	Sask.	43 00	Kouchibouguac Beach	N.B.	51 77
Kincardine	N.B.	57 00	Kowkash	Ont.	111 90
Kincolith	B.C.	171 20	Krakow	Alberta.	27 00
Kincorth	Sask.	254 55	Kramer	Sask.	25 95
Kinglake	Ont.	161 00	Krasne	Sask.	18 25
Kingross	N.S.	31 00	Kristnes	Sask.	59 85
Kingsclear	N.B.	296 35	Krupp	Sask.	194 00
Kingsburg	N.S.	123 35	Kuest	Sask.	180 00
Kingscroft	P.Q.	122 00	Kulish	Man.	31 20
Kingscroft	N.B.	55 73	Kuper Island	B.C.	245 00
Kingsford	Sask.	115 00	Kylemore	Sask.	330 80
Kingsgate	B.C.	407 37	Kyleville	Sask.	141 30
King's Head	N.S.	73 85	Kyuquot	B.C.	40 25
Kingsland	Sask.	86 10	Kynoch	Ont.	140 30
Kingsley	Man.	88 25	La Baleine	P.Q.	39 00
Kingsmere	P.Q.	62 00	Labarre	P.Q.	93 06
Kingston Mills	Ont.	116 00	La Barrière	P.Q.	38 10

(*a*) For revenue *see* under Kingston Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Labassonnière	P.Q.	34 00	Lac Unique	N.B.	30 00
Labonneville	P.Q.	54 50	La Cyr (opened 1-6-21)	P.Q.	16 00
La Bonenne	P.Q.	15 00	Lacy Road	N.S.	8 00
La Branche	P.Q.	55 00	La Décharge	P.Q.	199 10
Labrecque	P.Q.	30 00	La Descente des Femmes	P.Q.	67 65
La Butte	P.Q.	43 55	Ladrière	P.Q.	70 00
Lac à Beauce	P.Q.	78 21	LaDurantaye	P.Q.	233 29
Lac a Foin	P.Q.	43 20	Ladywood	Man.	100 50
Lac a Laurent	P.Q.	27 00	Lafayette	P.Q.	121 00
Lac a la Truite (summer office)	P.Q.	84 00	La Ferme	P.Q.	169 20
La Calmette	Alberta.	22 00	Laforest	Ont.	446 18
Lacasse	P.Q.	21 00	Lafrance	P.Q.	54 00
Lac aux Brochets	P.Q.	69 50	Lagacé	P.Q.	104 00
Lac Beauport	P.Q.	103 28	Lagaceville	N.B.	124 00
Lac Bellemare	P.Q.	250 00	Lagadelle	P.Q.	40 00
Lac Bellevue	Alberta.	28 80	Laganière	P.Q.	54 00
Lac Bitobig	P.Q.	58 25	Laggan	N.S.	48 01
Lac Bouchette Station	P.Q.	635 55	La Glace	Alberta.	86 75
Lac Brulè (opened 1-7-21)	P.Q.	257 00	La Gorgendière	P.Q.	336 00
Lac Burton (summer office)	P.Q.	Nil	La Grande Pointe	P.Q.	43 00
Lac Canard	Alberta.	9 00	La Have Island	N.S.	186 60
Lac Castor	P.Q.	144 25	Laidlaw	B.C.	380 74
Lac Charlebois (summer office)	P.Q.	46 00	Laird	Ont.	48 35
Lac Chat	P.Q.	86 29	Lake	Ont.	39 20
Lac Cornu (summer office)	P.Q.	109 00	Lake Ainslie (E. Side)	N.S.	73 00
Lac David	P.Q.	45 00	Lake Ainslie (S. Side)	N.S.	32 20
Lac des Commissaires	P.Q.	24 01	Lake Ainslie (W. Side)	N.S.	28 07
Lac Dèsert	P.Q.	91 55	Lake Ainslie Chapel	N.S.	8 00
Lac Duhamel(summer office)	P.Q.	20 00	Lake Annis	N.S.	139 05
Lac Echo (summer office)	P.Q.	127 00	Lake Aylmer	P.Q.	101 30
Lac Fraçois	P.Q.	58 00	Lakeburn	N.B.	24 00
Lac Grosleau	P.Q.	91 59	Lake Cayamont	P.Q.	150 50
Lac Guindon (summer office)	P.Q.	85 00	Lake Clear	Ont.	44 00
Lachance	P.Q.	72 00	Lake Couchiching (summer office)	Ont.	519 00
Lachenaie	P.Q.	280 00	Lakedale	N.S.	21 00
Lachine Rapids	P.Q.	56 50	Lake Doucette	N.S.	83 50
Lac Humqui	P.Q.	225 15	Lake Eliza	Alberta.	30 00
Lackenby	B.C.	63 85	Lake Edward	N.B.	50 00
Lac Labelle	P.Q.	156 00	Lake Egmont	N.S.	59 60
Lac la Biche	Alberta.	75 00	Lakefield	P.Q.	274 70
Lac la Nonne	Alberta.	62 50	Lake Francis Station	Man.	294 48
Lac la Pêche (summer office)	P.Q.	206 00	Lake Geneva	Alberta.	13 00
Lac la Ronge	Sask.	99 00	Lake George, Kings	N.S.	36 90
Lac Manitou Sud (summer office)	P.Q.	15 00	Lakehurst	Ont.	258 00
Lac Marois	P.Q.	395 00	Lake Isle	Alberta.	20 00
Lac Nantel	P.Q.	293 86	Lake Jolly (closed 30-9-21)	N.S.	37 69
La Conception Station	P.Q.	54 10	Lake L'Achigan (summer office)	P.Q.	176 00
Laconia	N.S.	58 75	Lakeland	Man.	159 75
Lacordaire	Sask.	111 00	Lake La Rose	N.S.	16 00
La Corey	Alberta.	36 50	Lake Louise	Alberta.	382 30
La Corniche	P.Q.	14 00	Lake McGregor	Alberta.	58 05
Lacoste (opened 1-10-21)	P.Q.	65 00	Lake Midway	N.S.	46 50
Lac Pacquin (summer office	P.Q.	46 00	Lake Munro	N.S.	33 00
Lac Pelletier	Sask.	297 75	Lakenheath	Sask.	55 50
Lac Renaud (summer office)	P.Q.	100 00	Lake Opinicon	Ont.	49 75
La Croche	P.Q.	154 00	Lakepark	Sask.	120 50
La Croix	P.Q.	6 30	Lake Paul	N.S.	47 81
Lac St. Joseph	P.Q.	144 20	Lake Ramsay	N.S.	27 00
Lac St. Pacome	P.Q.	156 25	Lake Road	N.S.	25 00
Lac St Paul	P.Q.	84 17	Lakesend	Alberta.	15 00
Lac Sergent	P.Q.	116 09	Lake St. Charles	P.Q.	58 75
Lac Superieur	P.Q.	179 36	Lakeside	P.Q.	94 50
Lac Thomas	P.Q.	19 25	Lake Stream	N.B.	9 00
Lactor	P.Q.	25 20	Lake Thelma	Alberta.	51 50
Lac Tremblant (summer office	P.Q.	75 00	Lake Thomas	N.S.	56 00
			Laketon	N.B.	23 00
			Lake Uist	N.S.	38 00
			Lakevale	N.S.	93 95

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts			$ cts.
Lakeview	N.S.	29 00	Latchford Bridge	Ont.	26 50
Lakeview	P.Q.	119 00	Lathom	Alberta	317 80
Lake View House (summer office)	P.Q.	110 50	Lattie's Brook	N.S.	142 85
			Latourelle	P.Q.	17 00
Lake Victoria (summer office)	Ont.	Nil	Launching Place	P.E.I.	95 25
			Laureat	P.Q.	68 00
Lakeville	N.S.	356 72	Laurel	P.Q.	61 75
Lake Wasaw	Ont.	57 60	Laurin	Ont.	137 25
Lake William	P.Q.	25 00	Lauvina	N.B.	24 00
Lalancette	P.Q.	32 00	Laval	P.Q.	101 00
La Madeleine	Alberta	17 00	Laval des Rapides	P.Q.	420 00
La Mare	P.Q.	39 50	Laval Sur le Lac (opened 12-8-21)	P.Q.	10 00
Lambert Corners	P.Q.	29 00			
La Mérisière	P.Q.	49 29	Lavaltrie Station	P.Q.	49 00
La Miche	P.Q.	28 00	Lavant	Ont.	30 00
Lammermoor	Ont.	55 00	Lavender	Ont.	3 61
La Montagne	P.Q.	35 00	La Vernière	P.Q.	52 00
La Motte	P.Q.	20 00	Lavery	P.Q.	37 00
Lamy	P.Q.	133 00	Lavigne	Ont.	130 17
Lanark	N.S.	36 50	Lavington	B.C.	254 00
La Nation	P.Q.	71 00	Lavesta	Alberta	38 90
Lancelot	Ont.	37 00	Lavinia	Man.	217 96
Landrose (closed 1-6-21)	Sask.	Nil	Lavoie	P.Q.	12 48
Landry	N.B.	30 40	Lawn Hill	B.C.	80 40
Landscape	Sask.	47 50	Lawrence Station	N.B.	384 20
Lands End	N.B.	25 00	Lawrencetown	N.S.	95 55
Lanesville (closed 30-9-21)	N.S.	6 00	Lawrie	Sask.	24 00
Lang Bay	B.C.	288 62	Lawson	Ont.	155 75
Langlais	P.Q.	215 00	Lawsonburg	Alberta	66 00
Langarra	B.C.	166 50	Lawton	Alberta	23 80
Langmeade	Sask.	65 00	Leafland	Alberta	28 50
Langvale	Man.	27 00	Leakville	Sask.	15 00
Lanoraie Station	P.Q.	65 00	Lealholme	Alberta	10 25
La Normandie	P.Q.	27 00	Leaman	Alberta	210 20
Lansdowne	N.S.	32 25	Leamington	N.S.	54 75
Lansdowne Station	N.S.	277 82	Leary	Man.	84 00
L'Anse a Brillant	P.Q.	192 00	Leaside	Ont.	1,815 43
L'Anse a Fougère	P.Q.	54 47	Leasowe	Alberta	13 00
L'Anse a Gilies	P.Q.	128 00	Leaskdale	Ont.	133 00
L'Anse a Giles Station	P.Q.	78 75	Leavitt	Alberta	61 35
L'Anse a la Barbe	P.Q.	294 60	Leblanc	N.B.	50 00
L'Anse a la Cabane	P.Q.	48 50	Le Bouthillier	N.B.	169 15
L'Anse a la Croix	P.Q.	89 05	Le Cordon	P.Q.	71 51
L'Anse aux Cousins	P.Q.	522 06	L'Echelurie	P.Q.	163 37
L'Anse a Vaileau	P.Q.	108 46	Le Clair	Sask.	112 00
Lanthier	P.Q.	120 00	Lecoq (closed 1-7-21)	Sask.	Nil
Lanuke	Alberta	169 30	Ledwyn	Man.	21 50
La Passe	Ont.	296 00	Leech	N.B.	36 00
Lapeyrere	P.Q.	36 00	Leeshore	Alberta	30 50
La Petite Rivière St-François	P.Q.	293 25	Lee Valley	Ont.	101 65
La Plaine	P.Q.	130 25	Leeville	Ont.	235 50
La Plante	N.B.	26 25	Lefaive's Corners	Ont.	14 00
Lapland	N.S.	68 00	Leger Brook	N.B.	20 00
Larawls	P.Q.	5 00	Légère	N.B.	70 25
L'Archevêque	N.S.	22 50	Légère Corner	N.B.	93 00
Lardo	B.C.	306 35	Legerville	N.B.	127 60
L'Ardoise Highlands	N.S.	32 50	Leggatt's Point	P.Q.	597 21
L'Ardoise West	N.S.	201 00	Leifur	Man.	94 25
La Renaudière	P.Q.	100 00	Leighside	N.B.	51 00
La Rochelle	Man.	111 50	Leighton	Alberta	116 79
Larocque	Ont.	149 22	Leinan	Sask.	161 98
Larouche	P.Q.	99 66	Leitche's Creek	N.S.	31 00
Lascelles	P.Q.	186 35	Leitche's Creek Station	N.S.	179 70
Laskay	Ont.	149 07	Leitchville	Sask.	57 00
La Société	P.Q.	57 50	Leith	Ont.	206 75
Lasswade	Ont.	116 00	Leland	Ont.	8 50
Last Chance (closed 21-5-21)	Yukon	Nil	Lemay	P.Q.	18 80
Last Lake	Alberta	89 50	Lemesurier	P.Q.	250 75
Last Mountain	Sask.	8 00	Leminster	N.S.	62 20
La Tabatière	P.Q.	20 00	Lemonville	Ont.	278 80

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Lennard	Man.	187 85	Liscombe Mills	N.S.	126 90
Lennox	N.S.	31 00	Lisgar Station	P.Q.	272 85
Lennox Ferry	N.S.	165 85	L'Islet Station	P.Q.	940 80
Lennox Island	P.E.I.	30 00	Lismore	N.S.	82 00
Leopold	P.Q.	32 00	Lisson	N.B.	12 00
Le Petit Bois Franc	P.Q.	37 00	Listerville	N.B.	13 00
Le Rocher	P.Q.	16 50	Litchfield	N.S.	106 01
Lerwick	N.B.	60 00	Little Aldouane	N.B.	137 00
Les Boules	P.Q.	256 40	Little Bartibog	N.B.	35 00
Les Caps	P.Q.	35 00	Little Bass River	N.S.	236 95
Les Chenaux	P.Q.	50 95	Little Beach	N.B.	24 50
Lesdale	Man.	15 00	Little Branch	N.B.	134 25
Les Dalles	P.Q.	22 00	Little Bras d'Or (South Side)	N.S.	28 25
Les Forges	P.Q.	145 00	Little Bras d'Or Bridge	N.S.	594 20
Les Hauteurs	P.Q.	77 00	Little Brook Station	N.S.	162 00
Leskard	Ont.	128 00	Little Bullhead	Man.	45 00
Les Lacs (summer office)	P.Q.	63 00	Little Cape	N.B.	100 00
Leslie	P.Q.	87 60	Little Dover	N.S.	77 75
Lessard (opened 1-5-21)	Alberta.	45 50	Little Gaspé	P.Q.	86 00
Les Saules	P.Q.	96 00	Little Harbour	N.S.	73 60
Les Trois Ruisseaux	P.Q.	70 50	Little Judique	N.S.	48 50
Les Vielles Forges	P.Q.	14 09	Little Judique Ponds	N.S.	70 00
Letang	N.B.	51 34	Little Lake	N.B.	15 00
L'Etête	N.B.	261 25	Little Liscombe	N.S.	29 00
Letterkenny	Ont.	26 00	Little Lorraine	N.S.	66 10
Lettonia	Man.	33 10	Little Mabou	N.S.	6 00
Levesque	N.B.	32 10	Little Narrows	N.S.	193 80
Levy Settlement	N.S.	21 00	Little Pabos	P.Q.	238 92
Lewis	Man.	116 12	Little Plume	Alberta.	38 00
Lewis Bay West	N.S.	10 25	Little Port L'Hébert	N.S.	39 00
Lewis Cove Road	N.S.	29 00	Little Prairie	Alberta.	72 70
Lewisham	Ont.	29 25	Little Rapids	Ont.	170 30
Lewis Mountain	N.B.	47 00	Little Ridge	N.B.	26 00
Lewis Mountain	N.S.	15 00	Little River Cheticamp	N.S.	39 00
Lewis Settlement (closed 30-6-21)	N.B.	Nil	Little River West	P.Q.	188 00
Lewiston	N.S.	384 60	Little River	N.B.	359 10
Lewisville	N.B.	1,359 60	Little River Harbour	N.S.	42 25
Lewiswyn	Sask.	24 65	Little Rocher	N.B.	61 40
Lexington	N.S.	31 60	Little Salmon River	N.B.	4 00
Libau	Man.	291 40	Little Shippigan	N.B.	72 00
Libreville	Man.	34 00	Little Tancook	N.S.	76 00
Lidgett	Sask.	149 00	Little Volga	Alberta.	46 20
Lidstone	Man.	121 70	Little Woody	Sask.	164 25
Lightwoods	Sask.	40 00	Little York	P.E.I.	304 25
Lilac	Sask.	147 65	Livelong	Sask.	104 00
Lillestrom	Sask.	48 50	Livingstone Cove	N.S.	37 00
Lillesve	Man.	24 85	Livingstone Creek (closed 13 6-21)	Ont.	6 50
Lillyfield	Man.	78 05	Lizard Lake	Sask.	32 50
Lily	N.S.	67 05	Lloyds	N.S.	28 95
Lily Bay	Man.	47 25	Lloyd's Hill	Alberta.	69 55
Lilydale	Sask.	5 00	Lobley	Alberta.	209 91
Lily Plain	Sask.	15 00	Lobo	Ont.	248 60
Lily Vale	N.S.	15 50	Lobster Beach	N.B.	11 00
Lime Hill	N.S.	24 50	Lochaber Bay	P.Q.	226 91
Limestone Lake	Alberta.	30 00	Lochaber Mines	N.S.	48 10
L'Immaculée Conception	P.Q.	65 60	Loch Ban	N.S.	11 00
Linaria	Alberta.	45 00	Lochdale	B.C.	83 80
Lindale	Alberta.	36 00	Lochend	Alberta.	35 04
Lindell	B.C.	16 00	Loch Katrine	N.S.	99 25
Lindsay	N.B.	207 25	Loch Lomond	N.S.	29 00
Lineham	Alberta.	215 00	Loch Lomond West	N.S.	23 00
Linfield	Alberta.	40 00	Loch Monar	Man.	15 30
Lingan	N.S.	264 20	Lochside	N.S.	13 40
Linton Junction	P.Q.	289 45	Lockeport	B.C.	205 50
Linton's	N.B.	109 20	Lockhart	Alberta.	111 97
Linville	N.B.	30 00	Lockhartville	N.S.	158 20
Linwood	N.S.	197 00	Lockport	Man.	142 82
Lisburn	Alberta.	125 10	Locksteed	N.B.	27 75

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Lodore	Ont.	16 00	Lower Concession	N.S.	116 10
Loganville	N.S.	83 71	Lower Cove	N.S.	63 00
Logberg	Sask.	46 55	Lower Derby	N.B.	109 95
Logoch	Man.	18 00	Lower East Chezzetcook	N.S.	45 00
Log Valley	Sask.	38 95	Lower Economy	N.S.	184 65
London Sub office No. 5	Ont.	*a*	Lower Eel Brook	N.S.	27 80
London Sub office No. 6	Ont.	*a*	Lower Escuminac	N.B.	49 25
London Sub-office No. 7	Ont.	*a*	Lower Five Islands	N.S.	195 00
London Tambling's Corners	Ont.	*a*	Lower Gagetown	N.B.	58 45
Londonderry	N.B.	14 50	Lower Greenville	N.S.	63 00
Londonderry Station	N.S.	532 90	Lower Gueguen	N.B.	79 10
Lonely Lake	Man.	111 20	Lower Hillsdale	N.S.	39 00
Lone Rock	Sask.	6 50	Lower Ireland	P.Q.	161 20
Lonesome Butte	Sask.	42 50	Lower Jordan Bay	N.S.	105 75
Lone Spruce	Sask.	26 00	Lower Kingston	N.B.	124 00
Long Bay	Ont.	106 30	Lower Le Have (re-opened 15 8–21)	N.S.	269 36
Long Coulee	Alberta	71 50	Lower Meagher's Grant	N.S.	103 60
Long Creek	N.B.	67 50	Lower Melbourne	N.S.	39 50
Long Hill	N.S.	10 00	Lower Middle River	N.S.	40 00
Long Island Main	N.S.	10 00	Lower Millstream	N.B.	331 15
Longlac	Ont.	279 60	Lower Mount Thom	N.S.	30 00
Long Lake	Ont.	110 00	Lower Nappan	N.B.	127 00
Long Point	N.S.	195 50	Lower Neguac	N.B.	235 55
Long Point	N.B.	40 00	Lower Newcastle	N.B.	119 00
Long Point of Mingan	P.Q.	132 00	Lower New Cornwall	N.S.	63 85
Long Reach	N.B.	234 10	Lower Northfield	N.S.	46 00
Longs	N.S.	6 00	Lower Ohio	N.S.	59 40
Longs' Cove	N.B.	33 20	Lower Prospect	N.S.	28 00
Longview	Alberta	159 75	Lower River Inhabitants	N.S.	106 50
Longworth	B.C.	332 92	Lower Rose Bay	N.S.	120 20
Lonira	Alberta	195 10	Lower St. Esprit	N.S.	32 40
Lonsdale (closed 8–4–21)	N.B.	Nil	Lower St. Charles (opened 16–11–21)	N.B.	21 00
Looma	Alberta	102 50	Lower Sackville	N.S.	1 50
Loos	B.C.	96 99	Lower Sandy Point	N.S.	151 30
Loranger	P.Q.	80 46	Lower Sapin	N.B.	36 00
Loree	Ont.	26 00	Lower Saulnierville	N.S.	261 30
Lorenzo	Sask.	26 50	Lower Selmah	N.S.	111 33
Lorimer Lake	Ont.	34 20	Lower Shag Harbour	N.S.	65 70
Lorne	N.B.	45 00	Lower Shinimicas	N.S.	35 00
Lorne	Ont.	91 00	Lower Ship Harbour	N.S.	183 80
Lorne Creek (closed 15–7–21)	B.C.	14 00	Lower Ship Harbour East	N.S.	309 50
Lorne House (summer office)	P.Q.	446 50	Lower South River	N.S.	60 00
Lorne Park	Ont.	345 00	Lower Springfield	N.S.	12 00
Lorne Mine	B.C.	67 00	Lower Washabuck	N.S.	33 00
Lornevale	N.S.	24 75	Lower Wedgeport	N.S.	315 55
Lorneville	N.S.	180 50	Lower Wentworth	N.S.	61 50
Lorneville	N.B.	171 80	Lower West Jeddore	N.S.	105 55
Lost River	P.Q.	174 15	Lower West Pubnico	N.S.	196 00
Lost River	Sask.	116 25	Lower West River	N.S.	11 00
Louisa	P.Q.	43 00	Lower Whitehaven	N.S.	166 30
Louise Docks (summer office)	P.Q.	Nil	Low Point	N.S.	66 00
Louisburg Road	N.S.	8 40	Lozelle	B.C.	122 52
Louis Creek	B.C.	212 40	Lozier Settlement	N.B.	122 60
Louise	Ont.	55 73	Lucasville	N.S.	25 50
Louis Head	N.S.	160 00	Lucerne	P.Q.	74 50
Lourdes	N.S.	126 00	Luella	Sask.	143 50
Lourdes du Blanc Sablon	P.Q.	60 00	Lulu Island	B.C.	61 00
Louvain	Sask.	14 75	Lumsden Beach (summer office)	Sask.	51 39
Lovat Station	Sask.	360 00	Lundemo	Alberta	38 95
Lovering	Ont.	176 53	Lundy	N.S.	33 00
Low Bush	Ont.	454 25	Lunnford	Alberta	82 31
Lowell	N.B.	20 00	Lutes Mountain	N.B.	86 25
Lower Abougoggin	N.B.	66 00	Luxton	B.C.	161 40
Lower Branch	N.S.	71 00	Luzan	Alberta	26 00
Lower Burlington	N.S.	157 00	Lydiatt	Man.	120 45
Lower Burnside	N.S.	26 00	Lydiard	Sask.	63 75
Lower Caledonia	N.S.	77 25			
Lower Cape	N.B.	37 40			
Lower Cape Bald	N.B.	10 90			
Lower Caraquet	N.B.	343 50			

(*a*) For revenue see under London Sub Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Lynche River	N.S.	8 00	McPhee's Corner	N.S.	53 00
Lyndon	Alberta	60 00	McPherson	N.S.	52 50
Lynnville	Ont.	181 85	McPherson's Ferry	N.S.	83 50
Lyttleton	N.B.	55 00	McPherson's Mills	N.S.	50 10
Lytton	P.Q.	147 00	McQuade	N.B.	20 00
McAdam's Lake	N.S.	11 00	McTavish	Man.	218 51
McArras Brook	N.S.	22 00	Mabella	Ont.	144 00
McArthur's Mills	Ont.	179 66	Mabel Lake	B.C.	58 40
McAulay's	N.S.	36 05	Mabou Harbour	N.S.	13 00
McBean	P.Q.	33 30	Mabou Harbour Mouth	N.S.	40 00
McCallum Settlement	N.S.	22 00	Mabou Mines	N.S.	10 05
McCannell Wharf (closed 1-6-21)	P.E.I.	Nil	Macalister	B.C.	110 90
McClure	N.S.	75 50	Macdiarmid	Ont.	211 80
McCluskey	N.B.	14 30	MacDougall's	N.B.	151 25
McCord	Sask.	306 00	Mackdale	N.S.	27 00
McCormack	N.S.	25 00	Mackayville (opened 24-10-21)	P.Q.	43 00
McCreadyville	N.S.	45 00	Mackey's Station	Ont.	258 22
McCrae	Ont.	66 00	Mackinnon	B.C.	56 25
McCrackens Landing (Summer office)	Ont.	157 00	Maeworth	Sask.	29 50
McCullough	Alberta	10 00	Maepès	P.Q.	78 00
McDonald Glen	N.S.	6 00	Macross	Man.	41 75
McDonald Hills	Sask.	50 17	Macville (closed 31-10-21)	Ont.	75 49
McDonald Siding	Ont.	30 00	Mader's Cove	N.S.	153 50
McDonaldville	Alberta	53 90	Madigan	Ont.	51 50
McDougall	Ont.	51 00	Madran	N.B.	47 00
McDougall Mills	Ont.	312 20	Maeshowe	Sask.	74 85
McEachern	Sask.	19 50	Mafeking	Man.	438 00
McElhanney (opened 1-7-21)	Sask.	65 00	Magpie	P.Q.	115 46
McFarlane Lake	Ont.	46 00	Magundy	N.B.	165 00
McGivney Junction	N.B.	374 22	Mahaska	Alberta	193 02
McGrath Cove	N.S.	24 00	Mailhiot	P.Q.	53 00
McGrath Mountain	N.S.	15 00	Maillard	P.Q.	85 28
McGregor Bay (summer office)	Ont.	190 10	Mâilloux	P.Q.	84 60
McInnis Creek	Ont.	15 00	Main Centre	Sask.	260 20
McIntosh	Ont.	230 20	Main River	N.B.	203 90
McIntosh Springs	Ont.	74 25	Main Stream	N.B.	10 00
McIntyre's Lake	N.S.	96 30	Mair	Sask.	275 00
McIntyre's Mountain	N.S.	19 00	Maitland Forks	N.S.	14 75
McKee's Mills	N.B.	140 05	Majorville	Alberta	135 30
McKendrick	N.B.	38 35	Makamik Nord	P.Q.	35 75
McKenzie East Bay	N.S.	13 00	Makinson	B.C.	110 00
McKenzie Lake	Ont.	21 00	Malachi	Ont.	133 50
McKinleyville	N.B.	105 18	Malaga Gold Mines	N.S.	74 51
McKinnon's Brook	N.S.	1 00	Malagawatch	N.S.	36 00
McKinnon's Harbour	N.S.	94 35	Malahat	B.C.	
McKinnon's Hill	N.B.	71 00	Malby	Sask.	36 00
McLaren	Sask.	21 50	Mal Bay	P.Q.	150 03
McLaughlin	Alberta	38 60	Malden	N.B.	64 00
McLaughlin Road	N.B.	41 80	Malignant Cove	N.S.	141 00
McLean	Ont.	34 65	Maliseet	N.B.	54 80
McLean	N.B.	55 50	Malmaison	P.Q.	110 00
McLeanville	N.S.	27 00	Malmo	Alberta	42 48
McLellan's Mountains	N.S.	11 00	Maloneck	Sask.	40 00
McLeod Point	N.S.	23 10	Malonton	Man.	282 60
McLeod Siding	N.B.	35 00	Malone	Ont.	196 95
McLure	B.C.	90 50	Maloy	Alberta	71 00
McMillan	N.B.	14 05	Maltais	N.B.	19 00
McMunn	Man.	42 50	Maltempèque	N.B.	24 00
McMurdo	B.C.	126 00	Malvern	Ont.	253 20
McMurphy	B.C.	35 00	Malvina	P.Q.	75 00
McMurrich	Ont.	60 15	Mamette Lake	B.C.	33 25
McNab's Cove	N.S.	45 00	Manassette Lake	N.S.	49 80
McNairn	N.B.	50 80	Mance	Alberta	25 00
McNamee	N.B.	267 05	Manche d'Epée	P.Q.	83 53
McNeill's Mills	P.E.I.	140 20	Mancroft	Sask.	33 00
McNeil's Vale	N.S.	20 00	Mandeville	Ont.	31 60
McNeily's	N.S.	66 00	Managanese Mines	N.S.	29 00
McNutt's Island	N.S.	26 20	Manigotagan	Man.	80 00
			Manitou Beach (summer office)	Sask.	50 00
			Mankota	Sask.	160 50

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Mann	P.Q.	23 00	Martineau	P.Q.	44 00
Manners Sutton	N.B.	391 50	Martin's	N.B.	28 48
Mannheim	Ont.	24 00	Martins	Alberta	7 80
Manns Mountain	N.B.	11 00	Martins Head	N.B.	5 00
Manoir Richelieu (summer office)	P.Q.	480 00	Martin's Lake	P.Q.	24 00
Manola	Alberta	59 32	Martin Siding	Ont.	288 40
Manotick Station	Ont.	327 89	Martin's Point	N.S.	243 30
Manresa	Sask.	87 00	Martin's River	N.S.	342 70
Manson Creek	B.C.	31 79	Martock	N.S.	95 10
Many Island	Alberta	15 52	Marvelville	Ont.	118 58
Manuels	N.B.	66 50	Marwayne	Alberta	72 85
Mapes	B.C.	56 50	Marx	Sask.	14 00
Maple Brook	N.S.	10 00	Mary Hill	Man.	43 00
Mapleburg	N.B.	114 00	Mary Lake	Alberta	51 50
Maple Grove	P.Q.	186 60	Maryvale	N.S.	24 51
Maple Glen	N.B.	63 60	Mascarene	N.B.	34 40
Maple Green	N.B.	14 00	Masinasin	Alberta	82 00
Maple Grove	N.S.	62 25	Maskawata	Man.	27 70
Maple Hill	Ont.	20 00	Maskinongé	P.Q.	104 00
Maple Island	Ont.	164 85	Mason Point	N.S.	6 00
Maple Lake	Ont.	228 30	Masonville	Sask.	20 96
Maple Ridge	N.S.	2 00	Massé (closed 15-8-21)	P.Q.	28 33
Maple View	N.B.	70 65	Massey Bay (opened 1-7-21)	Ont.	84 25
Mar	Ont.	123 75	Matapedia West	P.Q.	26 00
Marble Ridge	Man.	18 00	Matawatchan	Ont.	383 27
Marcelville	N.B.	44 00	Matheson	N.S.	18 00
Marchand	Man.	180 85	Matthews Crossing	Alberta	17 25
Marchant Grove	Sask.	34 50	Mathieu	P.Q.	38 00
Marchbank	N.B.	24 68	Matlock (summer office)	Man.	119 50
Marcil	P.Q.	103 50	Mattatall Lake	N.S.	49 25
Marco	Man.	23 00	Mattice	Ont.	449 70
Margaree Ford	N.S.	13 00	Mattie	N.S.	43 50
Margaree Island	N.S.	3 00	Maughan	Alberta	107 34
Margaret	Man.	667 02	Maunders	Alberta	39 00
Margate	P.E.I.	205 50	Mavillette	N.S.	303 40
Markhamville	N.B.	37 30	Mawcook	P.Q.	40 27
Maria Capes	P.Q.	161 00	Maxstone	Sask.	27 50
Maria de Kent	N.B.	24 00	Maxwell	N.B.	81 00
Maria East	P.Q.	173 35	Maxwellton	Sask.	42 00
Marie Joseph	N.S.	380 70	Maxwellton Station	N.S.	49 30
Marienthal	Sask.	40 50	Mayberry	Sask.	95 50
Marier	P.Q.	211 50	Maybridge	Alberta	16 95
Marieton	Sask.	23 00	Maybrook	Ont.	43 00
Marieval	Sask.	39 25	Maycroft	Alberta	144 25
Marion Bridge Road	N.S.	18 00	Mayfair	Sask.	43 10
Marionville	Ont.	129 34	Mayfield	N.S.	30 50
Marius	Man.	45 00	Mayflower	N.S.	49 00
Markland	Man.	23 35	Maygrove	Man.	45 00
Marlin	Sask.	44 00	Mayo	P.Q.	163 67
Marlow	P.Q.	69 00	Mayo Landing	Yukon	690 10
Marne	Sask.	171 32	Mazama	B.C.	87 82
Marney	Man.	37 00	Mazeppa	Alberta	248 90
Marriott's Cove	N.S.	143 90	Meach Lake	P.Q.	47 10
Marriott	Sask.	53 80	Meadow	N.S.	39 00
Marron Lake	B.C.	43 75	Meadow	N.B.	12 00
Marrtown	N.B.	24 00	Meadowbrook	Alberta	20 25
Marsboro	P.Q.	42 86	Meadow Creek	Alberta	44 00
Marsden	Sask.	85 25	Meadow Lake	Sask.	517 34
Marsh	N.S.	10 00	Meadow Portage	Man.	111 00
Marshall's Town	N.S.	244 00	Meadows	Man.	254 00
Marshes (West Bay)	N.S.	51 00	Meadow Springs	N.S.	17 00
Marshy Hope	N.S.	110 00	Meadows Road	N.S.	17 00
Marsouins	P.Q.	62 00	Meadowvale	Man.	52 00
Martel	P.Q.	263 60	Meadowvale	N.S.	18 00
Martel Corners	Ont.	70 00	Meadowview	Alberta	175 38
Marter	Ont.	117 98	Meagher's Grant	N.S.	310 10
Martigny	P.Q.	24 25	Meat Cove	N.S.	23 00
Martin Brook	N.S.	52 15	Meanook	Alberta	406 24
Martindale	P.Q.	110 00	Meath Park	Sask.	85 00
			Meaux	P.Q.	23 00
			Mechanic's Settlement	N.B.	65 80

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Medford	N.B.	65 60	Middle Ste Louise	N.B.	62 00
Medika	Man.	35 00	Middle Sackville	N.S.	4 90
Medstead	Sask.	269 40	Middlesboro	B.C.	328 00
Meeting Lake	Sask.	59 00	Middlewood	N.S.	131 25
Meiklefield	N.S.	28 00	Midford	Ont.	16 00
Meiseners	N.S.	42 50	Midgell	P.E.I.	147 50
Mekiwin	Man.	23 25	Mid Lothian	Ont.	32 90
Melanson	N.S.	167 80	Mid Lothian Wharf (summer office)	Ont.	119 50
Melbourne	Man.	55 00	Midnight Lake	Sask.	371 96
Meldrum Bay	Ont.	287 67	Midville Branch	N.S.	70 51
Maleb	Man.	377 00	Midway	N.B.	37 00
Melford	N.S.	78 37	Miguasha	P.Q.	73 00
Melissa	Ont.	56 05	Miguasha West	P.Q.	21 40
Mellom	Alberta	37 50	Mildred	Sask.	75 00
Mellonville	Man.	124 10	Milford	N.S.	55 50
Mellowdale	Alberta	85 50	Milford	N.B.	285 50
Melocheville	P.Q.	150 00	Milford Bay	Ont.	655 10
Melrose	N.S.	112 50	Milford Haven	Ont.	60 00
Melrose	Man.	78 70	Milford Haven Bridge	N.S.	4 00
Melrose Hill	N.S.	12 50	Militia Point	N.S.	22 00
Memel	N.B.	30 00	Milkish	N.B.	60 00
Memramcook West	N.B.	635 86	Millar	Ont.	141 00
Menard	P.Q.	111 00	Millar Hill	Ont.	84 90
Mendham (opened 1-11-21)	Sask.	148 50	Millbank	N.B.	105 50
Menisino	Man.	149 00	Millbrook	Man.	39 76
Mentieth	Man.	75 25	Mill Cove	N.S.	253 95
Menzie	Man.	170 19	Mill Cove	N.B.	125 00
Menzies Bay (opened 1-12-21)	B.C.	121 75	Mill Creek	N.S.	44 00
Mercier	P.Q.	81 50	Mill Creek	Man.	9 75
Mercoal (opened 1-1-22)	Alberta	95 50	Milledgeville	N.B.	a
Merivale (closed 30-4-21)	Ont.	Nil	Millerand	Ont.	19 00
Merland	N.S.	10 00	Millerdale	Sask.	214 97
Merna (closed 15-8-21)	Alberta	26 10	Millerfield	Alberta	82 35
Merridale	Man.	136 00	Miller Lake	Ont.	67 55
Merryflat	Sask.	80 83	Milleton	Sask.	45 60
Meskanaw	Sask.	372 00	Mille Vaches	P.Q.	416 76
Methven	Man.	192 10	Millville (Boularderie)	N.S.	125 00
Meteghan Centre	N.S.	298 35	Millfield	P.Q.	63 00
Meteor	Sask.	224 70	Million	Man.	137 95
Metlakatla	B.C.	73 67	Mill Road	N.S.	28 00
Meyersburg	Ont.	100 75	Millstream	P.Q.	119 00
Mézières	Man.	69 25	Millstream	N.B.	194 29
Micawber	Man.	52 00	Millstream	B.C.	462 38
Michaud	N.B.	42 50	Millsville	N.S.	121 30
Michaudville	P.Q.	116 00	Milly	Sask.	238 17
Michipicoten River	Ont.	134 10	Milnikek	P.Q.	368 85
Micksburg	Ont.	182 00	Milton Heights	Ont.	307 20
Middle Barney's River	N.S.	48 55	Milton Station	P.E.I.	210 00
Middleboro'	N.S.	83 04	Minahico	Ont.	80 33
Middle Bridge	N.B.	62 00	Minasville	N.S.	94 45
Middlebro (opened 1-11-21)	Man.	80 45	Mineola	B.C.	258 00
Middle Cape	N.S.	26 15	Mine Centre	Ont.	307 04
Middle Caraquet	N.B.	173 80	Mine de Mica	P.Q.	50 85
Middle Church	Man.	242 90	Mineral	N.B.	25 50
Middle Clyde River	N.S.	26 00	Mineral Rock	N.S.	15 00
Middle Country Harbour	N.S.	119 67	Miners Bay	Ont.	101 65
Middle East Pubnico	N.S.	224 75	Minevill	N.S.	35 00
Middlefield	N.S.	111 10	Mingan	P.Q.	68 92
Middle Kouchibouguac	N.B.	31 50	Ministik Lake	Alberta	27 50
Middle Lake	Sask.	92 65	Minnehaha	Sask.	147 00
Middle La Have Ferry	N.S.	315 87	Minnie Lake	Sask.	71 30
Middle Manchester	N.S.	61 15	Mink Cove	N.S.	110 40
Middlemarch	Ont.	26 19	Mink Creek	Man.	56 00
Middlemiss	Ont.	263 80	Minnehik	Alberta	152 25
Middle Ohio	N.S.	52 00	Minnewakan	Man.	20 00
Middleport	Ont.	276 95	Minnicogamasheae (summer office)	Ont.	315 00
Middle Porter's Lake	N.S.	21 00	Minnitaki	Ont.	119 75
Middle River	N.S.	146 00			
Middle River Centre	N.S.	20 00			

(a) For revenue see under St. John Sub-offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Minstrel Island (opened 1-12-21)	B.C.	53 00	Montreal Sub-office No. 47	P.Q.	*a*
Minto Bridge (closed 1-7-21)	Yukon	15 00	Montreal Sub-office No. 49	P.Q.	*a*
Minudie	N.S.	170 80	Montreal Sub-office No. 68	P.Q.	*a*
Miocene	B.C.	70 63	Montreal Sub-office No. 94	P.Q.	*a*
Mira Gut	N.S.	292 80	Montreal Sub-office No. 99 (closed 3-5-21)	P.Q.	*a*
Miramichi	N.S.	11 00	Montreal Sub-office No. 110	P.Q.	*a*
Miron	P.Q.	15 03	Montreal Lake	Sask.	30 25
Mirror Lake	B.C.	172 25	Montrose	N.S.	130 00
Miscou Centre	N.B.	135 67	Montroy (summer office)	P.Q.	8 75
Miscou Harbour	N.B.	94 25	Mont St-Hilaire	P.Q.	265 00
Miscou Lighthouse	N.B.	48 10	Mont St-Pierre	P.Q.	84 15
Miscou Plains	N.B.	47 00	Monvel	Alberta	23 75
Misere	P.Q.	50 00	Moon Hills	Sask.	43 00
Mispec	N.B.	83 50	Moonstone	Ont.	347 87
Mississippi Station	Ont.	207 50	Moose Bay	Man.	77 50
Mission St. Louis	P.Q.	49 00	Moose Brook	N.S.	75 40
Mississagi	Ont.	36 00	Moosehead	N.S.	90 90
Missoula (closed 19-9-21)	P.Q.	84	Moose Hill	Ont.	35 75
Mistatim	Sask.	130 00	Moosehorn	Man.	818 30
Mistawasis	Sask.	191 50	Mooseland	N.S.	78 57
Mitchell Bay	N.S.	21 40	Moose Lake	Man.	18 00
Mitchell's Bay	Ont.	69 00	Moose Mountain	N.B.	40 05
Mitchell Settlement	N.B.	10 00	Moose Range	Sask.	266 99
Mitchell Station	P.Q.	122 90	Moose River (Pictou)	N.S.	40 00
Mitchellview	Sask.	31 00	Moose River (Cumberland)	N.S.	105 80
Mizpah	Alberta	109 00	Moose River Gold Mines	N.S.	130 15
Moffat	Sask.	66 05	Moose Valley	Sask.	10 50
Model Farm	Sask.	63 10	Mooswa	Alberta	167 70
Moe's River	P.Q.	82 40	Moran	N.B.	132 05
Moha	B.C.	91 48	Morar	N.S.	42 00
Moirvale	Sask.	23 75	Moreau	P.Q.	83 45
Moisie	P.Q.	139 00	Moresby	B.C.	51 93
Molewood (closed 20-8-21)	Sask.	16 94	Morganville	N.S.	50 60
Molson	Man.	600 04	Moricetown (opened 16-7-21)	B.C.	94 00
Monchy	Sask.	81 50	Morigeau	P.Q.	101 10
Moncton Sub-Office No. 3	N.B.	*b*	Morin	P.Q.	51 00
Moncton Sub-Office No. 4	N.B.	*b*	Morinus	Ont.	241 00
Monck	Ont.	120 50	Morisset Station	P.Q.	496 31
Monet	P.Q.	178 60	Morley	Alberta	341 30
Monetville	Ont.	185 50	Morris	P.Q.	54 00
Monkman	Alberta	23 00	Morrisdale	N.B.	79 60
Monk Road	Ont.	33 00	Morris Island	N.S.	19 00
Monk's Head	N.S.	19 50	Morris Lake	Man.	12 25
Monominto	Man.	115 20	Morrison	N.S.	20 00
Monsell	Ont.	25 01	Morrison Lake	Ont.	32 00
Montague Gold Mines	N.S.	46 50	Morristown	N.S.	33 80
Montagne Ronde	P.Q.	31 00	Morrisville	Ont.	26 10
Montalembert	P.Q.	59 50	Morse Place	Man.	*c*
Montcalm	P.Q.	101 70	Morson	Ont.	174 00
Montcalm Mills	P.Q.	74 00	Mortimer's Point	Ont.	238 92
Monteagle	N.B.	25 00	Mortonmoor	Alberta	22 00
Monteagle Valley	Ont.	241 37	Morvan	N.S.	16 00
Monte Creek	B.C.	642 00	Morweena	Man.	19 00
Montigny	P.Q.	53 80	Morwick	Sask.	42 00
Mont Louis	P.Q.	483 45	Mosborough	Ont.	85 30
Mont Nebo	Sask.	35 00	Mosher's Corner	N.S.	54 00
Montreal, Ahuntsic	P.Q.	*a*	Mosherville	N.S.	224 65
Montreal, Bordeaux	P.Q.	*a*	Moss Glen	N.B.	69 00
Montreal, Cote St Michel	P.Q.	*a*	Mosside	Alberta	394 64
Montreal, Greenfield Park	P.Q.	*a*	Mosten	Sask.	54 90
Montreal, Mount Royal	P.Q.	*a*	Motherwell	Ont.	128 50
Montreal, Tetreaultville	P.Q.	*a*	Moulie's River	N.B.	245 91
Montreal, Sub-office No. 16	P.Q.	*a*	Moulin Bersimis	P.Q.	90 00
Montreal Sub-office No. 17	P.Q.	*a*	Moulin Vallière	P.Q.	40 50
Montreal Sub-office No. 26	P.Q.	*a*	Mound	Alberta	155 32
Montreal Sub-office No. 33	P.Q.	*a*			

(*a*) For revenue *see* under Montreal Sub-Offices.
(*b*) For revenue *see* under Moncton Sub-Offices.
(*c*) For Revenue *see* under Winnipeg Sub Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Mountain Brook	N.B.	62 68	Myer's Point	N.S.	7 00
Mountain Dale (closed 1-6-21)	N.B.	Nil	Myleen	Alberta.	22 90
Mountain House	Alberta.	31 00	Myncaster	B.C.	82 27
Mountain Road	Man.	106 00	Myrtle	Ont.	260 00
Mountain View	Ont.	145 00	Mystic	P.Q.	237 00
Mount Auburn	N.S.	41 00			
Mount Borden	N.S.	8 00	Nass Harbour	B.C	128 70
Mount Chesney	Ont.	60 00	Nadeau	N.B	28 36
Mount Denison	N.S.	265 15	Nadu River	B.C	30 95
Mount Green	Sask.	54 00	Nahma	Ont	Nil
Mount Hanly	N.S.	164 60	Nahun	B.C.	147 80
Mount Hope	Ont.	926 50	Nakamun	Alberta.	50 80
Mount Irwin	Ont	57 00	Nappan (closed 23-4-21)	N.S.	1 00
Mount Julien	Ont.	421 50	Narol	Man.	102 50
Mount Kinsella	P.Q.	43 27	Nashlyn	Sask	61 00
Mount Loyal	P.Q.	20 00	Nashton	B.C.	63 40
Mount Macdonald (summer office)	Ont.	Nil	Natashquan	P.Q	161 21
			Nateby	Alberta.	80 20
Mount Murray (summer office)	P.Q.	116 00	Natika	Sask.	23 00
			Naud	P.Q.	41 20
Mount Oscar	P.Q.	61 00	Naughton	Ont.	77 07
Mount Robson	P.Q.	37 25	Naughton Glen	Alberta	68 25
Mount Rose	N.S.	66 35	Navarre	P.Q	16 06
Mount St. Louis	Ont.	228 91	Nazareth	P.Q.	192 60
Mountsberg	Ont.	36 00	Nazko	B.C.	35 00
Mount Stephen	Ont.	48 00	Needdale	Sask.	44 75
Mount Thom	N.S.	48 05	Nedelac	P.Q.	309 90
Mount Tolmie	B.C.	417 15	Neerlandia	Alberta.	91 20
Mount Vernon	Ont	82 25	Neidpath	Sask	167 45
Mount View	N.B.	28 00	Neigette	P.Q	24 75
Mountville	N.B.	37 00	Neilburg	Sask.	93 50
Mount Young	N.S.	20 00	Nellie Lake	Ont.	190 05
Mouth of Jemseg	N.B.	230 45	Nelson Reserve	N.B.	36 60
Mowat Island (summer office	Ont.	Nil	Nemegos	Ont	212 50
Moyerton	Alberta.	98 00	Neola	Sask.	58 00
Muirhead	Alberta	12 50	Neosho	Sask	72 30
Maiga	Alberta	50 00	Nerepis Station	N.B.	151 10
Mulhurst	Alberta.	76 90	Nerissa	N.S.	6 00
Mull	Ont.	386 50	Nes	Man	115 50
Mull River	N.S.	22 00	Nesbitt Corners	P.Q	11 00
Mulligan Ferry	P.Q.	18 10	Nesto	Ont.	410 70
Mullingar	Sask.	304 12	Nestow	Alberta.	116 65
Mundleville	N.B.	100 00	Netherton	Sask.	11 50
Mungo (closed 1-11-21)	P.Q	Nil	Nettly Lake	Man	34 00
Maniac	N.B.	144 30	Neuchatel (closed 8-10-21)	Alberta.	Nil
Munro	Ont.	268 50	Neutral Hills	Alberta.	27 10
Munroe's Bridge	N.S.	33 00	Neutral Valley	Alberta.	15 00
Murchison	Man.	15 00	Nevada Valley	N.S.	97 01
Murchyville	N.S	23 00	Neveton	Man	40 50
Murphy	Ont.	21 00	Newaygo (summer office)	P.Q.	115 00
Murphy	N.S.	22 00	Newbliss	Ont.	123 75
Murphy Cove	N.S	171 50	New Boston	N.S.	3 00
Murray	N.S.	82 25	New Brigden	Alberta.	155 05
Murraydale	Sask.	42 20	New Brighton	B.C.	34 00
Murray Road	N.B.	50 00	Newbrook	Alberta.	118 00
Muskoka Assembly (Summer office) (opened 1-6-21)	Ont.	54 35	Newburgh Junction	N.B.	281 53
			Newburn (reopened 1-7-21)	N.S.	48 50
Muskoka Falls	Ont.	290 00	New Campbellton	N.S.	104 75
Murray Valley	Alberta.	32 00	New Canaan	Ont.	141 00
Muselow	Ont.	54 13	New Canada	N.S.	111 15
Muscow	Sask.	150 37	New Carlisle West	P.Q	219 60
Mushaboom	N.S.	123 25	New Carlow	Ont.	119 55
Musidora	Alberta.	68 87	Newcastle Bridge	N.B.	492 53
Musquash	N.B.	728 30	Newcastle Centre	N.B.	19 00
Mussel	Alberta.	33 55	New Chester	N.S.	31 50
Musselyville	P.Q.	68 25	Newcomb	N.S.	86 47
Mutrie	Sask.	79 50	Newcomb Corner	N.S.	85 20
Mutton Bay	P.Q.	33 50	New Cornwall	N.S.	138 00
Myer's Cave	Ont.	31 50	New Cumberland	N.S.	45 00
			New Denmark	N.B.	49 10

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
New Edinburgh	N.S.	148 40	Norembega	Ont.	119 28
Newellton	N.S.	281 15	Norgate	Man.	216 71
New Elm	N.S.	14 00	Norge	Sask.	68 00
Newfield	Ont.	17 00	Norham	Ont.	242 00
New Finland (closed 1-7-21)	Sask.	Nil	Normandale	Ont.	270 80
New Flos	Ont.	86 20	Normandeau	Alberta	37 50
New Grafton	N.S.	197 00	Normandie	N.B.	56 00
New Harris	N.S.	7 01	North Ainslie	N.S.	15 00
New Harris Forks	N.S.	54 00	North Alton	N.S.	42 00
New Haven	N.S.	122 94	North Annex	Sask.	1085 39
New Hill	Alberta	43 75	North Bloomfield	N.S.	21 10
Newholm	Ont.	58 01	North Bonaparte	B.C.	60 00
New Horton	N.B.	55 80	North Branch	Ont.	81 65
New Ireland	P.Q.	36 00	North Bulkley	B.C.	114 03
New Jersey	N.B.	100 15	North Buxton	Ont.	234 80
New Jerusalem	N.B.	127 90	Northcote	Ont.	139 17
Newlands Station	B.C.	181 05	North Earltown	N.S.	21 00
Newlands	Sask.	27 00	North East Mabou	N.S.	4 00
New Lindsay	Alberta	59 50	North East Margaree	N.S.	267 50
New Lunnon	Alberta	23 00	North East Point	N.S.	123 00
Newmarket	N.B.	31 20	North Esk Boom	N.B.	25 00
New Osgoode	Sask.	118 20	Northern Valley	Alberta	88 00
Newport	Ont.	65 00	Northfield	N.B.	11 00
Newport	P.Q.	268 00	Northfield (Lunenburg)	N.S.	96 50
Newport Corner	N.S.	171 80	Northfield (Queens) closed 1-8-21)	N.S.	
Newport, Lot 54	P.E.I.	60 01	North Fork	Alberta	62 32
Newport Station	N.S.	379 45	North Framboise	N.S.	26 00
New Prospect	N.S.	12 00	North Gabriola	B.C.	64 54
New Rockland	P.Q.	90 25	North Grant	N.S.	20 10
New Ross Road	N.S.	38 00	North Greenville	N.S.	86 28
New Russell	N.S.	53 00	North Gut, St Ann's	N.S.	26 45
New Salem	N.S.	91 45	North Harbour Cape North	N.S.	14 01
New Sarum	Ont.	97 00	North Highlands	N.S.	9 00
New Scotland	N.B.	34 00	North Intervale	N.S.	50 00
Newton Mills	N.S.	225 00	North Keppel	Ont.	161 06
Newton Siding	Man.	218 00	North Kingston	N.S.	95 76
Newtonville	N.S.	38 25	North Lake	N.B.	121 30
New Town	N.S.	93 50	Northleigh	Alberta	45 00
New Town	N.B.	360 75	North Low	P.Q.	167 20
Newtown Cross	P.E.I.	132 20	North Malden	Ont.	241 00
New Tusket	N.S.	290 45	North Meiklefield	N.S.	18 50
New Victoria	N.S.	298 10	North Middleboro	N.S.	41 50
Newville	N.S.	100 12	Northminster	Sask.	21 00
New Yarmouth	N.S.	10 00	North Mountain	N.S.	29 70
Nichabau	P.Q.	83 40	North Ogden	N.S.	44 00
Nichol	B.C.	145 22	North Port	Ont.	277 43
Nickelton	Ont.	254 00	North Range Corner	N.S.	338 15
Nictau	N.B.	83 00	North Renous	N.B.	47 51
Nictaux South	N.S.	9 00	North River	P.E.I.	103 25
Nictaux West	N.S.	134 30	North River	N.S.	107 25
Nigado	N.B.	133 45	North River Bridge	N.S.	240 00
Nine Mile Creek	P.E.I.	32 50	North River Centre	N.S.	33 30
Nine Mile River	N.S.	242 90	North Riverside	N.S.	22 30
Ninevah	N.S.	37 70	North Rustico	P.E.I.	150 55
Niobe	Alberta	21 00	North Séguin	Ont.	133 61
Nipawin	Sask.	801 05	North Shore	N.S.	68 00
Nipissing Junction	Ont.	105 60	North Side	Sask.	82 20
Nisbet	Alberta	29 75	North Star	Man.	37 00
Niton	Alberta	194 82	North Transcona	Man.	171 00
Nixon	Ont.	266 75	North Vermilion	Alberta	71 50
Nobleville	Sask.	52 85	North View	N.B.	72 00
Noel Road	N.S.	232 50	North Wallace	N.S.	14 00
Noel Shore	N.S.	103 61	North West	N.S.	80 00
Nogies Creek	Ont.	167 75	North West Arm	N.S.	107 00
Nolalu	Ont.	324 86	North West Bridge	N.B.	196 30
Nora	Sask.	107 00	North West Cove	N.S.	60 95
Noral (opened 1-10-21)	Alberta	29 25	North West Harbour	N.S.	59 70
Nootka	B.C.	209 28	North Whittón	P.Q.	15 00
Norbury	Sask.	169 00	North Winchester	Ont.	82 40
Nordin	N.B.	97 82			

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
North Wolfstown	P.Q.	30 10	Oliphant	Ont.	192 00
Norton Dale	N.B.	30 00	Olscamp	P.Q.	110 00
Norval Station	Ont.	144 00	O'Malley	Sask.	86 15
Norway Bay (summer office)	P.Q.	390 06	Omer	P.Q.	44 24
Norway House	Man.	437 51	O'Neil	N.B.	8 00
Norwood	N.S.	54 75	Onefour	Alberta	65 00
Nosbonsing	Ont.	68 00	100 Mile House	B.C.	292 00
Notre-Dame	N.B.	560 97	Onslow Corners	P.Q.	211 25
Notre-Dame de L'Isle-Verte	P.Q.	152 10	Onslow Mountain	N.S.	18 00
Notre-Dame de la Merci	P.Q.	85 00	Oolahwan (summer office)	P.Q.	Nil
Notre-Dame des Quinze	P.Q.	56 20	Ootsa Lake	B.C.	163 35
Notre-Dame du Lac	Ont.	65 00	Ophir	Ont.	134 90
Notre-Dame du Pont Main	P.Q.	178 58	Orangedale, East	N.S.	26 50
Nouvelle	P.Q.	254 00	Oranmore	Ont.	54 80
Noyes Crossing	Alberta	45 00	Orbindale	Alberta	3 75
Nugent	Alberta	106 50	Orchard Beach (summer office)	Ont.	225 00
Nunebor	Sask.	70 75	Orford Lake (summer office)	P.Q.	81 00
Nuttby	N.S.	48 00	Orford Bay (opened 1-8-21)	B.C.	99 00
Nyanza	N.S.	289 00	Orient Bay (summer office)	Ont.	51 00
Oak Bay	N.B.	237 57	Orland	Ont.	159 05
Oak Bay Mills	P.Q.	234 15	Ormsby	Ont.	229 70
Oak Bluff	Man.	183 70	Ormside	Sask.	23 50
Oakbrae	Man.	50 75	Orpington	Sask.	64 00
Oakfield	N.S.	116 46	Orr Lake	Ont.	106 11
Oak Hammock	Man.	27 00	Orrwold	Man.	6 00
Oakhill	N.B.	80 30	Orton	Alberta	63 00
Oak Lake	Ont.	39 60	Ortonville	N.B.	108 50
Oakland	N.S.	42 00	Orvilton	Alberta	21 00
Oakner	Man.	268 00	Orwell Cove	P.E.I.	153 50
Oaknook	Man.	18 00	Osaca	Ont.	197 40
Oak Park	N.S.	76 25	Osborne	Man.	199 00
Oak Ridges	Ont.	261 00	Oskelaneo	P.Q.	372 15
Oakview	Man.	49 59	Osoyoos	B.C.	182 00
Oatfield	Man.	160 50	Oso Station	Ont.	158 30
Oba	Ont.	258 55	Ospringe	Ont.	193 80
Oban	N.S.	20 75	Osland	B.C.	73 34
Oban Station	Sask.	156 00	Ostersund (opened 1-8-21))	Ont.	79 00
Obed	Alberta	175 63	Ostrander	Ont.	312 05
Oceanic	B.C.	74 50	Ostrea Lake	N.S.	192 25
Ocean Park	B.C.	40 00	O'Sullivan (summer office)	Ont.	191 00
Ocean View	P.E.I.	130 00	Oswald	Man.	31 05
*Ochiltree	B.C.	75 00	Otis	P.Q.	102 00
O'Connell	P.Q.	11 50	Ottawa, Bayswater	Ont.	*a*
O'Connell	Ont.	93 00	Ottawa Sub-Office No. 3	Ont.	*a*
Oconto	Ont.	111 10	Ottawa, Sub-Office No. 17	Ont.	*a*
Odanak	P.Q.	353 80	Ottawa Brook	N.S.	254 55
Odell River	N.B.	153 30	Ottawa West	Ont.	453 70
Odin	N.S.	28 75	Otter Brook	N.S.	117 00
O'Farrell	P.Q.	49 00	Otterburn Park (Summer Office) (opened 15-8-21)	P.Q.	Nil
Ogden	N.S.	50 00	Otter Creek	Ont.	30 00
Ogilvie (closed 1-5-21)	N.S.	5 00	Otto	Man.	82 26
Ogilvie Station	Man.	147 00	Otty Glen	N.B.	78 10
Ohio	N.S.	28 00	Ouananiche	P.Q.	27 75
Ojibway	Ont.	78 00	Ouellette	Ont.	180 70
Ojibway Island (summer office)	Ont.	565 10	Ouelletteville	Alberta	83 00
Okanagan	B.C.	11 00	Ouimet	Ont.	281 00
Okno	Man.	60 10	Outer Island of Port Hood (summer office)	N.S.	
Olalla (reopened 1-5-21)	B.C.	75 90	Outlet	Ont.	41 10
Oldbury (closed 4-4-21)	Sask.	Nil	Outlook	Ont.	12 00
Old Chelsea	P.Q.	79 75	Outram	N.S.	41 00
Old Fort Bay	P.Q.	26 56	Outram Station	Sask.	253 50
Old Harry	P.Q.	55 00	Overbrook	Ont.	139 20
Old Lake Road	P.Q.	200 25	Overland	Sask.	116 75
Old Wives	Sask.	46 60	Owenbrook	Ont.	46 75
Olga	Sask.	42 25	Owlseye Lake	Alberta	60 14
Olha	Man.	74 50	Owls Head Harbour	N.S.	145 50
Olinville (closed 31-12-21)	N.B.	25 11			

(*a*) For Revenue, *see* under Ottawa Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Oxarat	Sask.	10 00	Peckham	Alberta	14 25
Oxbow	N.B.	140 58	Peebochill	Sask.	13 00
Oxenden	Ont.	119 10	Pebble Beach	Man.	42 76
Oxville	Alberta	69 70	Peebles	Sask.	192 00
Ozerna	Man.	61 50	Peel	N.B.	240 30
Oyster Bed Bridge	P.E.I.	134 10	Peerless	Alberta	27 00
Oyster Ponds	N.S.	145 00	Peesane	Sask.	307 00
			Pegasus	Sask.	64 50
Pabos Mills	P.Q.	125 25	Peguis	Man.	77 25
Pacific Junction	Man.	59 30	Peggy's Cove	N.S.	60 50
Packington	P.Q.	94 00	Pekisko	Alberta	260 02
Paddle River	Alberta	266 61	Pelican Rapids	Man.	45 75
Paddling Lake	Sask.	79 00	Pellatt	Ont.	89 00
Padstow	Alberta	47 00	Pellerin	P.Q.	10 00
Painchaud	P.Q.	87 00	Pelletier Mills	N.B.	132 40
Painsec	N.B.	39 00	Pelletier Station	P.Q.	44 00
Painswick	Ont.	141 25	Pelly	Yukon	134 42
Paisley Brook	Sask.	63 50	Pembroke	N.S.	164 65
Pakesley	Ont.	1,588 30	Pemberton Hill	Alberta	22 00
Palling	B.C.	155 95	Pemberton Meadows	B.C.	74 00
Palm Bay	Alberta	5 00	Pendant d'Oreille	Alberta	88 40
Panmure	Ont.	88 50	Pendennis	Man.	82 94
Papineau	P.Q.	21 44	Pendryl	Alberta	83 35
Paquette Station	Ont.	246 80	Penge	Sask.	7 00
Paradise Hill	Sask.	145 00	Peniac	N.B.	146 60
Parc Lamontagne (opened 18–8–21)	P.Q.	21 00	Peninsula	Ont.	196 45
Pare	P.Q.	130 50	Penkill	Sask.	62 50
Parents	N.B.	131 01	Pennant	N.S.	105 00
Paris	Yukon	58 00	Pennfield Centre	N.B.	86 15
Park Bluff	Sask.	98 00	Pennock	Sask.	7 00
Park Court	Alberta	29 30	Peno	Alberta	Nil
Parkdale	Man.	50 00	Pentz	N.S.	131 00
Parker	Ont.	171 70	Pepper	Sask.	74 00
Parker's Cove	N.S.	172 50	Perbeck	Alberta	37 75
Parker's Ridge	N.B.	147 20	Perigord	Sask.	277 00
Parkersville	Ont.	82 45	Perivale	Ont.	51 00
Park Head	Ont.	266 39	Perrault	Ont.	53 00
Parkhouse	Ont.	33 50	Perron	P.Q.	30 95
Parkin	Sask.	31 25	Perrott Settlement	N.S.	28 00
Parkindale	N.B.	132 60	Perry's Point	N.B.	129 25
Parkinson	Ont.	94 88	Perthuis	P.Q.	122 80
Parr	Alberta	71 37	Peters	N.B.	61 00
Parrsboro' Shore	N.S.	99 24	Peter's Brook	N.S.	25 00
Parson	B.C.	199 00	Peter's Mills	N.B.	41 50
Parvella	Alberta	42 05	Peterson	N.B.	9 11
Pashley (closed 16–4–21)	Alberta	Nil	Peterson	Sask.	282 60
Passekeag	N.B.	163 70	Peterson's Corners	Ont.	56 25
Pasteur	P.Q.	19 25	Petersville	N.B.	82 50
Patchgrove	Sask.	109 25	Petit Bécancour	P.Q.	24 00
Paterson	B.C.	37 00	Petites Bergeronnes	P.Q.	60 55
Pathfinder	Alberta	12 00	Petit Bonaventure	P.Q.	177 40
Patience	Alberta	56 00	Petit Cap	P.Q.	152 25
Patriot	Sask.	15 00	Petits Capucins	P.Q.	106 25
Patton	Ont.	77 40	Petit Carleton	P.Q.	61 05
Pattullo	Ont.	18 00	Petit Cascapedia Nord	P.Q.	10 00
Paudash	Ont.	39 50	Petite Côte	Ont.	625 00
Paugh Lake	Ont.	35 40	Petit Lac	P.Q.	32 85
Paul's Corners	Alberta	59 00	Petite Chockfish	N.B.	33 50
Paulson	B.C.	89 00	Petite Laméque	N.B.	68 50
Pavilion	B.C.	205 24	Petite Magdeleine	P.Q.	294 20
Paxson	Alberta	10 00	Petite Mascouche	P.Q.	17 00
Paxton Valley	B.C.	75 10	Petits Méchins	P.Q.	195 00
Pearce	Alberta	148 00	Petit Métis Station	P.Q.	92 05
Pearceley	Ont.	40 00	Petit Moulin	P.Q.	81 75
Pearl	N.B.	43 50	Petit Nord (closed 25–8–21)	Sask.	2 04
Pearsonville	N.B.	38 50	Petit Paquetville	N.B.	56 00
Peas Brook	N.S.	56 10	Petit Pré Est	P.Q.	39 00
Peat	Alberta	24 75	Petite Rivière au Renard	P.Q.	101 60
Peavine	Alberta	129 46	Petite Rivière aux Sables	P.Q.	109 00
			Petit Saguenay	P.Q.	268 65

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue $ cts.
Petit Vallée	P.Q.	157 67
Petpeswick Harbour	N.S.	87 00
Petrolia	Sask.	113 55
Pettigrew Settlement	N.S.	32 40
Pevensey	Ont.	35 00
Phinemore	P.Q.	29 90
Plativer	P.Q.	3 00
Philips Harbour	N.S.	84 40
Piché	Sask.	76 05
Pickerel	Ont.	1,004 27
Pickerel Lake	Ont.	30 10
Pictou Island	N.S.	78 00
Pidgeon	P.Q.	16 50
Pied de la Montagne	P.Q.	54 50
Piedmont	P.Q.	176 00
Piedmont Valley	N.S.	121 85
Pierremont	N.B.	27 00
Pierston	N.B.	41 00
Pigeon Bluff	Man.	40 30
Pigeon Hill	N.B.	58 17
Pigeon Lake	Man.	169 97
Pigou River	P.Q.	53 02
Pike Bay	Ont.	65 35
Pike Lake	Sask.	124 00
Pike River	P.Q.	357 72
Pikes Peak	Sask.	Nil
Pikwitonei	Man.	134 00
Pilger	Sask.	122 50
Pinantan	B.C.	41 25
Pinard	P.Q.	133 25
Pincebec	P.Q.	59 75
Pineau	N.B.	53 00
Pine Coulée	Sask.	4 85
Pine Creek Station	Man.	236 70
Pine Grove	Ont.	152 50
Pine Hill	P.Q.	20 00
Pinehurst, late Mossman's Grant	N.S.	246 00
Pinelands	Ont.	254 25
Pine Ridge	N.B.	69 00
Pine Ridge	Man.	87 00
Pine River	Man.	774 79
Pine Tree	N.S.	28 00
Pinevale	N.S.	15 00
Pine View	Man.	34 50
Pineville	N.B.	36 50
Pingston Creek	B.C.	18 00
Pinguet	P.Q.	35 00
Pinkney's Point	N.S.	106 00
Pinto	Sask.	39 80
Piper Glen	N.S.	14 00
Piper's Cove	N.S.	27 25
Pirmez Creek	Alberta	27 00
Pitcher's Farm	N.S.	20 00
Pitman	Sask.	147 77
Piusville	P.E.I.	264 50
Plainfield	Ont.	132 36
Plain Lake	Alberta	33 00
Plain View	Sask.	33 55
Plaister Mines	N.S.	34 00
Plateau	N.S.	111 75
Platinum	Ont.	51 50
Pleasant Bay	N.S.	112 59
Pleasantfield	N.S.	37 56
Pleasant Harbour	N.S.	172 00
Pleasant Hills	N.S.	48 00
Pleasant Home	Man.	72 50
Pleasant Lake	N.S.	117 75
Pleasant Mount	N.B.	6 00
Pleasant Point	N.S.	145 80
Pleasant Point	N.B.	77 50
Pleasant Point (summer office)	Ont.	200 00
Pleasant River	N.S.	297 55
Pleasant Valley	Sask.	226 75
Pleasant Valley, Antigonish	N.S.	40 00
Pleasant View	Alberta	85 00
Pleasant Villa	N.B.	54 00
Pleasantville	N.S.	309 95
Pleasington	Alberta	4 00
Plessis	Sask.	56 19
Plouffe Landing	P.Q.	61 00
Plourd	N.B.	90 50
Plumbridge	Sask.	222 25
Plum Hollow	Ont.	203 13
Plummer	Ont.	194 95
Plymouth	N.S.	146 48
Plympton (closed 31-8-21)	Man.	10 51
Plympton Station	N.S.	51 00
Pohenagamooke	P.Q.	164 34
Poe	Alberta	127 00
Point Aconi	N.S.	22 00
Point Alexander	Ont.	352 00
Point-a-Naveau	P.Q.	63 33
Point au Car	N.B.	38 00
Point Carre	P.Q.	67 20
Point Comfort	P.Q.	118 00
Point Cowan	B.C.	17 00
Point Cross	N.S.	138 60
Point Edward (re-opened 1-6-21)	N.S.	65 95
Point Escuminac	N.B.	52 50
Point Gardiner	N.B.	17 00
Point Kaye	Ont.	45 75
Point la Nim	N.B.	51 05
Point Michaud	N.S.	26 00
Point Pelee	Ont.	46 40
Point of Cape	N.S.	15 75
Point Platon	P.Q.	87 00
Point Sapin	N.B.	123 90
Point Wolfe	N.B.	149 00
Pointe a la Fregate	P.Q.	128 05
Point a la Garde	P.Q.	112 10
Point au Baril	Ont.	576 32
Point au Boisvert	P.Q.	59 00
Pointe au Bouleau	P.Q.	86 00
Pointe au Goemon	P.Q.	109 51
Pointe aux Anglais	P.Q.	63 00
Pointe aux Orignaux	P.Q.	75 30
Pointe aux Outardes	P.Q.	30 90
Pointe aux Trembles Ouest	P.Q.	84 50
Pointe Bleue	P.Q.	145 23
Pointe Bourque	P.Q.	40 00
Pointe Chambord	P.Q.	15 00
Pointe des Monts	P.Q.	35 00
Pointe des Roches	P.Q.	59 00
Pointe du Chene	N.B.	333 00
Pointe Jauné	P.Q.	70 00
Pointe Riviere du Loup (summer office)	P.Q.	266 00
Pointe Ste. Annes des Monts	P.Q.	187 30
Poirier	N.B.	9 00
Poirierville	N.S.	138 35
Pokesudi	N.B.	25 14
Poland	Ont.	134 75
Poliquin	P.Q.	46 16
Pollett River	N.B.	215 15
Polleyhurst	N.B.	42 70
Polonia	Man.	47 62
Polson's Brook	N.S.	30 00

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Polwarth	Sask.	142 50	Porto Rico	B.C.	109 75
Pomeroy	Man.	7 00	Port Progress	B.C.	101 25
Pomquet Station	N.S.	187 85	Portree	N.S.	37 20
Ponasse Lake	Sask.	86 00	Port Renfrew	B.C.	229 00
Poncheville	P.Q.	49 97	Port Richmond	N.S.	67 00
Pond Inlet (opened 5-7-21)	N.T.	30 00	Port Royal	N.S.	71 50
Pondville	N.S.	38 00	Port Ryerse (summer office)	Ont.	82 00
Pont de la Noreau	P.Q.	141 10	Port Sandfield	Ont.	267 40
Pontrilas	Sask.	121 65	Port Saxon	N.S.	132 60
Pont Viau	P.Q.	136 75	Port Severn	Ont.	345 52
Poole	Ont.	192 10	Port Shoreham	N.S.	210 00
Pope's Harbour	N.S.	168 00	Portuguese Cove	N.S.	33 40
Poplar	Ont.	190 96	Port Union	Ont.	65 40
Poplar Creek	B.C.	157 39	Potter	Ont.	195 58
Poplar Dale	Ont.	321 00	Potton Springs	P.Q.	131 75
Poplar Grove	Sask.	70 00	Potvin	P.Q.	64 95
Poplar Park	Man.	68 26	Poulamon	N.S.	391 59
Porcupine	Ont.	112 00	Poulin	P.Q.	29 28
Portage	Ont.	334 50	Poupore	P.Q.	65 86
Portage	P.E.I.	343 75	Power	P.Q.	55 00
Portage de la Nation	P.Q.	123 30	Power's Creek	N.B.	50 00
Portage du Cap	P.Q.	20 60	Prairie Grove	Man.	55 00
Portage du lac	N.B.	51 00	Prairie Siding	Ont.	225 00
Portage East Bay	N.S.	36 80	Pratt	Man.	455 00
Portage Griffon	P.Q.	18 00	Precieux Sang	P.Q.	230 59
Portage River	N.B.	60 00	Pré-d'en haut	N.B.	111 20
Port Anson	Ont.	73 35	Premier	B.C.	764 20
Portapique	N.S.	152 20	Prémont	P.Q.	96 75
Portapique Mountain	N.S.	55 00	Preneveau	Ont.	23 00
Port Arthur, Sub-Office No. 4	Ont.	*a*	Presqu'Isle	Ont.	37 00
Port Arthur, Sub-Office No. 5	Ont.	*a*	Presqu'Isle Point (summer office)	Ont.	218 50
Port au Persil	P.Q.	181 65	Pré Ste Marie	Sask.	67 75
Port au Saumon	P.Q.	80 00	Preston	N.S.	30 00
Port aux Quilles	P.Q.	97 36	Preston Road	N.S.	91 20
Port Ban	N.S.	9 00	Prestville	Alberta	215 62
Port Bevis	N.S.	24 00	Pretty Valley	Sask.	174 95
Port Bickerton	N.S.	169 70	Prével	P.Q.	253 25
Port Bowmanville (summer office)	Ont.	60 00	Price Settlement	N.B.	45 00
Port Caledonia	N.S.	92 00	Primeauville	P.Q.	532 00
Port Carmen	Ont.	98 42	Primula	Alberta	35 30
Port Coldwell	Ont.	265 30	Prince Albert	Ont.	388 00
Port Crawford	B.C.	157 70	Prince Albert	N.S.	27 00
Port Cunnington	Ont.	342 30	Prince Dale	N.S.	71 80
Port Daniel, West	P.Q.	405 84	Prince of Wales	N.B.	83 00
Port Dufferin West	N.S.	39 00	Prince's Lodge	N.S.	394 15
Porteau	B.C.	125 91	Princeville	N.S.	78 30
Port Edward	B.C.	45 50	Privett	N.S.	9 00
Porter Cove Road	N.B.	38 50	Product	Sask.	27 50
Porter Landing	B.C.	35 00	Prongua	Sask.	215 50
Porter's	N.B.	41 25	Prospect	Ont.	111 31
Porter's Lake	N.S.	83 30	Prospect Valley	Alberta	40 30
Porter's River	N.S.	26 00	Prospy	Alberta	147 90
Porterville	Ont.	245 00	Prosser Brook	N.B.	70 20
Port Felix	N.S.	164 00	Public Landing	N.B.	170 25
Port Felix East	N.S.	54 50	Pubnico Beach	N.S.	45 00
Port Franks	Ont.	126 00	Puckahn (closed 30-9-21)	Sask.	Nil
Port Granby	Ont.	82 22	Puellering	N.B.	5 00
Port Hill	P.E.I.	260 65	Puffer	Alberta	211 75
Port Hillford	N.S.	150 99	Pugwash River	N.S.	37 75
Port Hood Island	N.S.	206 25	Purbrook	Ont.	33 00
Port Joli	N.S.	302 25	Purdy	Ont.	19 00
Port Keewaydin (summer office)	Ont.	190 00	Purlbrook	N.S.	61 00
Port Lewis (summer office)	P.Q.	33 50	Purple Ridge	Man.	5 00
Port Lock	Ont.	93 90	Purpleville	Ont.	43 50
Port Malcolm	N.S.	126 00	Putnam	Ont.	258 60
Port Neville	B.C.	121 25	Quaco Road	N.B.	20 00

(*a*) For revenue, *see* under Port Arthur Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue
		$ cts.
Quadeville	Ont.	157 00
Quantock	Sask.	245 00
Quarrel	Alberta	71 50
Quarries	Ont.	81 20
Quarry St Ann's	N.S.	41 00
Quartz	Ont.	73 50
Quatre Chemins	P.Q.	182 00
Quatre Coins	N.B.	60 00
Quebec, Stadacona	P.Q.	*b*
Queensland	N.S.	93 00
Queenstown	N.B.	216 00
Queens' Valley	Man.	82 50
Queensville	N.S.	58 60
Querry	P.Q.	57 91
Quesnel Forks	B.C.	105 00
Quibell	Ont.	405 84
Quill Plain	Sask.	13 75
Quimper	Sask.	35 50
Quinnville	P.Q.	42 50
Quispamsis	N.B.	71 20
Rabbit Lake	Sask.	600 90
Racine Mills	P.Q.	11 00
Racing Lake	Sask.	13 00
Radford	Yukon	20 00
Radium Hot Springs	B.C.	213 50
Raft River	B.C.	103 34
Raglan	Ont.	274 20
Raimbault	P.Q.	46 45
Rainbow	Alberta	24 80
Rainier (opened 1–5–21)	Alberta	193 00
Rainville	P.Q.	36 50
Rail	P.Q.	37 00
Raith	Ont.	444 42
Raley	Alberta	172 26
Ralph Station	Sask.	190 60
Rama Road	Ont.	41 50
Ranching	Alberta	37 25
Ranchvale (closed 30–9–21)	Man.	3 09
Ranchville	Alberta	27 00
Rancourt	P.Q.	19 30
Randolph	N.B.	67 25
Rang Double	P.Q.	28 00
Rangeview	Sask.	12 75
Rang Ste. Catherine	P.Q.	15 00
Rang St. Achille	P.Q.	97 50
Rang St Gabriel	P.Q.	15 00
Rang St Paul	P.Q.	14 50
Rankin	Ont.	168 95
Rankinville	N.S.	15 00
Rapdan	Sask.	148 25
Rapides des Pins	P.Q.	31 20
Rapide Dufort	P.Q.	34 50
Rassdon	Sask.	38 00
Rastad	Sask.	46 30
Ratcliffe	Sask.	40 00
Ratner	Sask.	247 65
Raudot	P.Q.	32 00
Raush Valley	B.C.	62 00
Raven	Alberta	216 52
Ravensceliffe	Ont.	98 85
Ravenswood	Ont.	179 40
Ravensworth	Ont.	240 50
Ravignan	P.Q.	210 10
Ravine	Alberta	40 45
Ravine Bank	Sask.	144 45
Raweliffe	P.Q.	45 00
Rawdon	N.S.	261 65
Rawdon Gold Mines	N.S.	135 50
Rayeroft	Ont.	5 25
Rayleigh Mount	B.C.	71 00
Raymond	Ont.	127 50
Read Island	B.C.	42 75
Rear Big Hill	N.S.	16 00
Rear Big Pond	N.S.	17 00
Rear Boisdale	N.S.	16 50
Rear Cristmas Island	N.S.	17 00
Rear Dunvegan	N.S.	8 00
Rear Georgeville	N.S.	20 00
Rear Judique Chapel	N.S.	14 20
Rear Judique South	N.S.	26 00
Rear of Baddeck Bay	N.S.	24 00
Rear of Ball's Creek	N.S.	14 00
Rear of Black River	N.S.	9 00
Rear of East Bay	N.S.	5 00
Rear of Little Judique	N.S.	28 00
Rearville	Alberta	96 00
Reay	Ont.	37 00
Redan	Ont.	19 75
Red Bay	Ont.	33 50
Redberry	Sask.	85 70
Red Cross	Sask.	41 00
Red Head	N.B.	53 00
Redfield	Sask.	21 50
Red Jacket	Sask.	252 75
Red Islands	N.S.	34 00
Red Lake	B.C.	50 00
Red Lodge	Alberta	64 00
Red Mill	P.Q.	65 11
Redmond	P.Q.	8 00
Redmondville	N.B.	47 05
Redonda Bay (opened 1–9–21)	B.C.	125 00
Red Pass (opened 1–11–21)	B.C.	166 18
Red Pheasant	Sask.	95 50
Red Pine	N.B.	81 50
Red Rapids	N.B.	140 84
Red River	N.S.	55 57
Red Rose (opened 1–6–21)	Man.	25 00
Redwater Station	Ont.	140 68
Red Wing	Ont.	128 70
Red Wood	Ont.	201 50
Reed's Point	N.B.	68 75
Refuge Bay	B.C.	23 00
Regina, Sub-Office No. 1	Sask.	*c*
Regina, Sub-Office No. 2	Sask.	*c*
Reid Centre	B.C.	Nil
Reidvale	N.S.	81 00
Reinland	Man.	117 95
Reist	Alberta	77 50
Reliance	Sask.	82 91
Remo	B.C.	133 65
Renata	B.C.	288 00
Renaud's Mills	N.B.	40 00
Rendez-vous Island	B.C.	53 25
Renfrew	N.S.	30 00
Rennie	Man.	188 16
Renversy	P.Q.	85 90
Renwer	Man.	274 00
Rereshill	Sask.	42 25
Restoule	Ont.	201 50
Restoule Landing (summer office)	Ont.	16 00
Retreat Cove	B.C.	83 50
Revenue	Sask.	394 40
Rex	Sask.	38 50
Rexmount	B.C.	78 85
Reynaud	Sask.	60 00
Reykjavik	Man.	35 10

(*b*) For revenue *see* under Quebec Sub-Offices.

(*c*) For revenue, *see* under Regina Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Reynolds	N.S.	83 60	Rivière Jaune	P.Q.	219 46
Reynolds	N.B.	16 00	Rivière La Fleur	P.Q.	78 08
Reynoldscroft	N.S.	31 30	Rivière la Madeleine	P.Q.	514 40
Rhodena	N.S.	18 90	Rivière Mailloux	P.Q.	401 80
Rhode's Corner	N.S.	58 00	Rivière Manie	P.Q.	424 50
Ribot	P.Q.	33 75	Rivière Matamek	P.Q.	42 00
Richardville	N.B.	11 00	Rivière Mattawin	P.Q.	40 00
Richard Village	N.B.	32 00	Rivière Mékinac	P.Q.	180 00
Richer	Man.	74 00	Rivière Metgermette Nord	P.Q.	113 80
Richfield	N.S.	40 80	Rivière Noire	P.Q.	108 27
Richibucto Village	N.B.	244 00	Rivière Ouelle Junction	P.Q.	198 35
Richland	Man.	137 75	Rivière Paspébiac	P.Q.	51 00
Rich Valley	Alberta	98 50	Rivière St. André	P.Q.	87 50
Ricinus	Alberta	75 50	Rivière St. Jean	P.Q.	143 15
Rideau Lake	Ont.	22 00	Rivière Ste. Marguerite	P.Q.	131 75
Ridgeclough	Alberta	50 00	Rivière Verte	P.Q.	242 40
Ridgely	Man.	96 25	Rivulet	N.S.	17 90
Ridge Hill	Sask.	54 30	Roach Vale	N.S.	34 00
Ridpath	Sask.	231 13	Roadene	Sask.	48 00
Riel	Man.	15 50	Roanmine	Sask.	37 66
Riga	Sask.	9 00	Roberge	P.Q.	40 00
Rimouski Ouest	P.Q.	148 00	Roberta	N.S.	32 25
Ringleton Firs	Sask.	15 00	Robert's Creek	B.C.	287 05
Ringwood	Ont.	235 00	Robert's Island	N.S.	15 00
Riou	P.Q.	25 00	Robertson	N.B.	45 20
Rio Grande	Alberta	137 50	Robertville	N.B.	189 00
Rising Sun	Alberta	27 25	Roberval Ouest	P.Q.	105 00
Richot	Man.	11 00	Robichaud	N.B.	130 00
Riverbow	Alberta	64 25	Robins Range	B.C.	113 50
Rivercourse	Alberta	106 11	Robins	N.S.	39 75
River Centre	N.S.	32 00	Robinson's Corners	N.S.	114 90
Riverdale	N.S.	70 00	Robinsonville	N.B.	90 10
River Dennis	N.S.	83 80	Rob Roy	Ont.	43 39
River Dennis Centre	N.S.	42 93	Rochefort	Ont.	100 20
River Dennis Road	N.S.	41 12	Roche Plaine	Sask.	84 45
Riverfront	Sask.	22 50	Roche Plate	P.Q.	30 00
River Gilbert	P.Q.	75 50	Rocher de la Chapelle	P.Q.	19 00
River Gilbert Gold Mines	P.Q.	34 00	Rocher Nois	P.Q.	115 00
River Glade	N.B.	338 60	Rockcroft	Ont.	64 15
Riverhead	N.S.	39 25	Rock Dell	Sask.	62 00
River Hébert East	N.S.	194 45	Rockford	Sask.	52 00
River Jordan	B.C.	432 20	Rockingham Station	N.S.	347 81
River Philip	N.S.	452 97	Rockland	N.S.	86 00
River Philip Centre	N.S.	123 00	Rockland East (opened 23-3-22)	Ont.	25 00
River Ryan	N.S.	66 02	Rockcliffe Annex	Ont.	85 32
Riversdale	N.S.	164 00	Rockport	N.B.	88 80
Riverside	N.S.	15 00	Rockville	Ont.	44 00
Riverside Corner	N.S.	82 75	Rockway Valley	P.Q.	204 00
Riverstone closed 15-10-21)	Sask.	59 65	Rockwell Settlement	N.S.	58 50
Riverton	Alberta	57 00	Rockwynn (summer office)	Ont.	25 00
Riverview	N.B.	12 00	Rocky Bay	N.S.	20 00
Rivière à Claude	P.Q.	127 43	Rocky Brook	N.B.	20 00
Rivière à la Martre	P.Q.	155 30	Rocky Gulch	N.B.	241 71
Rivière à l'Ours	P.Q.	515 00	Rocky Mountain	N.S.	24 00
Rivière au Doré	P.Q.	458 10	Rocky Point	P.E.I.	48 25
Rivière au Rat	P.Q.	39 00	Rocky Point	B.C.	67 00
Rivière aux Chiens	P.Q.	101 25	Rocky Rapids	Alberta	60 55
Rivière aux Ecores	P.Q.	20 00	Rocky Ridge	N.S.	14 00
Rivière aux Graines	P.Q.	85 00	Rodgers	Sask.	97 00
Rivière aux Pins	P.Q.	66 00	Rodino	Alberta	17 00
Rivière Bonaventure	P.Q.	46 70	Roe Lake	B.C.	139 77
Rivière Castor	Alberta	19 22	Rofton	Man.	31 00
Rivière des Caches	N.B.	136 50	Rogerton	N.S.	37 50
Rivière des Plantes	P.Q.	49 85	Rolling Portage	Ont.	191 00
Rivière des Prairies	P.Q.	195 00	Rollinson	Alberta	105 79
Rivière des Roches	P.Q.	164 10	Roman Valley	N.S.	48 50
Rivière du Milieu	P.Q.	68 00	Ronan	Alberta	29 47
Rivière Famine	P.Q.	11 00	Rondeau	Ont.	79 50
Rivière Gagnon	P.Q.	31 00	Rooney	P.Q.	60 40
Rivière Gentilly	P.Q.	84 60			

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Roosville	B.C.	102 75	Ruby Mine	Ont.	15 00
Booth Station	N.B.	32 40	Ruisseau Arbour	P.Q.	69 50
Rorketon (opened 1-11-21)	Man.	267 00	Ruisseau à l'Eau Chaude	P.Q.	59 00
Roros	Alberta	12 50	Ruisseau à Patate	P.Q.	127 20
Rosa	Man.	56 50	Ruisseau à Sem	P.Q.	47 95
Rosaireville	N.B.	45 25	Ruisseau des Olives	P.Q.	66 75
Rose	N.S.	80 25	Ruisseau Le Blanc	P.Q.	305 95
Rosebank	N.B.	62 00	Ruisseau Plat	P.Q.	41 20
Rosebeg	Alberta	40 00	Rumpellville	P.Q.	24 00
Roseberry	B.C.	200 95	Runnymede	P.Q.	54 00
Rose Bridge	P.Q.	105 00	Russagornis	N.B.	135 00
Roseburn	N.S.	22 20	Rushton	Sask.	17 00
Rosedale	N.S.	8 00	Rushville (closed 1-6-21)	Sask.	Nil
Rosedale (summer office)	Ont.	320 00	Russborough	Sask.	49 00
Roseglen	Alberta	54 00	Russeldale	Ont.	574 50
Rosegrove	Ont.	199 10	Russellville	N.B.	72 25
Rose Island	Ont.	64 23	Rustico	P.E.I.	201 55
Rose Lake	B.C.	133 73	Rusticoville	P.E.I.	94 00
Roselea	Alberta	35 00	Ruth	Man.	84 63
Rosemae	Sask.	74 20	Rutter	Ont.	288 15
Rosemere	P.Q.	203 60	Ryanton	Man.	40 43
Rosenberg	Man.	67 00	Ryanville	P.Q.	29 50
Rosenheim	Alberta	47 00	Ryckman's Corners	Ont.	112 50
Rosenort	Man.	203 10	Rye	Ont.	44 00
Rosenthal	Ont.	62 30	Ryerson	Sask.	161 40
Rose Point (summer office)	Ont.	Nil	Ryland	Ont.	122 75
Roseray	Sask.	19 06	St. Abdon	P.Q.	39 60
Rose Vale	N.B.	52 00	St. Adolphe	Man.	192 75
Rose Valley	Sask.	116 00	St Agapit Station	P.Q.	336 50
Rosewood	Man.	276 90	Ste. Agnès de Charlevoix	P.Q.	137 10
Rossall	Sask.	71 50	St. Agricole	P.Q.	81 20
Rossclair	Ont.	183 45	St. Alexander Station	P.Q.	114 00
Rossluff	Sask.	61 00	St. Alexis	P.Q.	54 00
Rosseau Falls	Ont.	32 00	St Alexis Station	P.Q.	209 00
Ross Ferry	N.S.	95 10	St Almo	N.B.	71 50
Rossfield	N.S.	20 00	St. Al honse de Clare	N.S.	60 00
Rossington	Alberta	175 57	St. Alphonse de Granby	P.Q.	189 69
Rosslyn Village	Ont.	208 10	St. Amable	P.Q.	52 50
Ross Mount	Ont.	92 95	St Amand	N.B.	20 00
Rossway	N.S.	292 10	St. Amateur	N.B.	39 00
Rostand	P.Q.	47 05	St Ambroise	Man.	161 00
Rostock	Ont.	179 53	St Amélée	P.Q.	84 25
Rostrevar (summer office)	Ont.	52 00	St. André de Madawaska	N.B.	301 95
Rosyth	Alberta	210 98	St. André de Shédiac	N.B.	80 00
Rothbury	Sask.	10 50	St. André Station	P.Q.	54 75
Rothwell	N.B.	145 03	St. Andrews	Man.	151 95
Rouge	Ont.	68 06	St Andrews Channel	N.S.	21 00
Rouge Valley	P.Q.	30 05	Ste. Anne de la Pocatière Station	P.Q.	324 00
Rough Waters	N.B.	58 00	Ste. Anne de Kent	N.B.	226 20
Round Bay	N.S.	82 40	Ste. Anne de Sorel	P.Q.	236 20
Round Island	N.S.	13 00	Ste. Anne de Stukely	P.Q.	107 74
Round Lake	Ont.	28 00	St. Ann's	N.S.	597 57
Rousseau's Mills	P.Q.	66 00	St. Ann's	P.E.I.	43 00
Route Alfred	P.Q.	30 70	St. Anselme	N.B.	74 00
Routhier	Ont.	152 00	St. Anthony Mine	Ont.	18 00
Routhierville	P.Q.	149 00	St. Antoine	Sask.	68 00
Rowanton	P.Q.	254 20	St. Antoine Abbé	P.Q.	296 08
Rowena	N.B.	60 75	St. Antoine de Charlevoix	P.Q.	36 60
Rowletta	Sask.	173 50	St. Antonin	P.Q.	260 30
Roxburgh	N.B.	15 00	Ste. Appolline Statin	P.Q.	166 40
Roxville	N.S.	45 00	Ste. Augustine	N.B.	14 00
Roy	B.C.	151 50	St. Augustin, Saguenay	P.Q.	15 50
Roy	N.B.	54 10	Ste. Barbe	P.Q.	140 00
Royal Mills	B.C.	175 25	St. Bazile Station	P.Q.	287 00
Royal Muskoka (summer office)	Ont.	537 00	St Benedict	Sask.	114 00
Royal Park (opened 19-7-21)	Alberta	113 00	St. Benoit de Matapédia	P.Q.	232 00
Roydale	Alberta	91 24	St Bernard	N.S.	119 50
Royston	Ont.	66 00	St Bruno de Kamouraska	P.Q.	295 50
Ruby Creek	B.C.	145 00	St. Bruno Station	P.Q.	90 00

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
St. Calixte Nord	P.Q.	62 00	St. Hilarion du Lac	P.Q.	22 00
St. Camille Station	P.Q.	267 00	St. Ignace	N.B.	145 00
St. Cassien des Caps	P.Q.	30 50	St. Ignace de Loyala	P.Q.	120 00
Ste. Catherine River	N.S.	72 30	St. Ignace de Québec	P.Q.	9 50
Ste. Catherines Station	P.Q.	161 20	St. Irénée les Bains	P.Q.	240 40
St. Charles	Man.	167 50	St. Isidore de Bellevue	Sask.	79 50
St. Charles de Montcalm	P.Q.	20 50	St. Isidore de Gaspé	P.Q.	43 70
St. Claude Nord	P.Q.	136 75	St. Jean Baptiste	N.B.	117 00
St. Cléophas (opened 1-1-22)	P.Q.	25 00	Ste. Jeanne d'Arc	N.B.	176 00
St. Cléophas de Brandon	P.Q.	162 75	Ste. Jeanne d'Arc de Matane (opened 15-8-21)	P.Q.	77 00
Ste Clothilde de Chateauguay	P.Q.	147 50	St. Jean Port Joli Station	P.Q.	199 65
St. Columba	N.S.	15 00	St. Jean Sur Lac	P.Q.	69 61
St. Columbin	P.Q.	69 00	St. Joachim de Courval	P.Q.	80 49
Ste. Croix	N.B.	87 72	St. Josaphat	P.Q.	112 04
Ste. Croix Cove	N.S.	66 35	St. Joseph	N.S.	13 00
St. Cyr	P.Q.	146 00	St. Joseph	Man.	152 25
St. Cyriac	P.Q.	325 24	St. Joseph de Kent	N.B.	45 00
St. Cyrille	N.B.	23 00	St. Joseph de Lepage	P.Q.	163 00
St. Damase de Thetford	P.Q.	50 00	St. Joseph de Mékinac	P.Q.	188 08
St. Damien	N.B.	31 00	St. Joseph du Moine	N.S.	175 50
St. Damien Station	P.Q.	125 50	St. Julien	Sask.	7 00
St. Denis	Sask.	162 35	St. Jules de Beauce	P.Q.	133 44
St. Dominique du Lac (reopened 1-10-21)	P.Q.	66 75	St. Kilda	Alberta	98 75
Ste. Dorothée	P.Q.	381 75	St. Labre	Man.	43 47
St. Edmond de Stoneham	P.Q.	31 65	St. Laurent Grandin	Sask.	28 00
St. Edmond de Berthier	P.Q.	48 00	St. Lazare	N.B.	14 00
St. Edouard	Alberta	41 00	St. Lazare de Vaudreuil	P.Q.	331 95
St. Edouard de Frampton	P.Q.	67 50	St. Lazare Station	P.Q.	110 50
St. Edouard de Kent	N.B.	60 00	St. Léandre	P.Q.	238 99
St. Edouard de Maskinongé	P.Q.	60 00	St. Léandre Station	P.Q.	30 50
St. Eleanor's	P.E.I.	433 50	St. Léon	Man.	250 00
Ste. Elizabeth	Man.	296 00	St. Léonard de Port Maurice	P.Q.	180 10
Ste. Elizabeth de Warwick	P.Q.	252 05	St. Louis Cape	N.B.	11 00
St. Eloi Station	P.Q.	137 30	St. Louis de Bagot	P.Q.	42 25
St. Elphège	P.Q.	196 75	St. Louis de Bonsecours	P.Q.	311 58
St. Emile de Montcalm	P.Q.	139 10	St. Louis de Champlain	P.Q.	182 00
St. Ephrem Station	P.Q.	270 00	St. Louis-Nazaire	P.Q.	307 60
St. Esprit	N.S.	25 00	St. Luc	N.B.	42 00
Ste. Euphéme	P.Q.	446 40	St. Luc	P.Q.	227 50
St. Eustache	Man.	314 50	St. Luc de Matane	P.Q.	354 08
St. Fabien	N.B.	38 00	St. Luke	Sask.	20 00
St. Félix	Ont.	80 20	St. Majoric	P.Q.	194 28
St. Féréol	P.Q.	182 53	St. Malachie Station	P.Q.	384 10
St. Fidèle	P.Q.	440 00	St. Malo	Man.	415 00
Ste. Flavie	P.Q.	251 70	St. Marcellin	P.Q.	66 00
St. Francis Harbour	N.S.	94 35	Ste. Marguerite Bay Mills	P.Q.	126 00
St. François de Kent	N.B.	78 05	Ste. Marguerite Station	P.Q.	262 25
St. François d'Assises	P.Q.	132 25	Ste. Marie de Blandford	P.Q.	194 96
St. François d'Orléans	P.Q.	143 00	Ste. Marie de Charlevoix	P.Q.	35 00
Ste. Françoise	P.Q.	229 10	St. Margaret Village	N.S.	64 70
St. François Station	P.Q.	128 00	St. Marks	Man.	114 78
St. François Xavier	Man.	206 00	Ste. Marthe-Rocanville	Sask.	359 35
St. François Xavier de Viger	P.Q.	42 00	St. Martin Station	Man.	267 35
St. Fulgence	P.Q.	282 09	St. Mary's of Ely	P.Q.	83 20
St. Gabriel de Kent	N.B.	33 25	St. Mary's River	N.S.	57 00
St. Gabriel Station	P.Q.	56 25	St. Mathias	P.Q.	226 50
St. Gédéon, Est	P.Q.	61 50	St. Maure	N.B.	35 00
St. George	Man.	154 00	St. Maurice	N.B.	26 00
St. George de Malbay	P.Q.	196 25	St. Maxime	P.Q.	360 15
St. George's Channel	N.S.	71 11	St. Michel des Cèdres	P.Q.	105 70
St. Gilbert	P.Q.	197 40	St. Michel de Wentworth	P.Q.	48 00
St. Grégoire	N.B.	45 00	Ste. Modeste	P.Q.	203 45
Ste. Hélène de Chester	P.Q.	99 91	St. Moise	P.Q.	282 00
Ste. Hélène de la Croix	P.Q.	46 00	St. Narcisse de Rimouski	P.Q.	137 95
St. Hélier	P.Q.	63 00	St. Nazaire de Buckland	P.Q.	153 40
St. Hilaire	N.B.	138 40	St. Nérée	P.Q.	310 85
St. Hilaire de Dorset	P.Q.	88 00	St. Nérée Station	P.Q.	43 00
St. Hilaire du Lac Saint-Jean	P.Q.	205 00	St. Norbert	N.B.	32 00
			St. Ola	Ont.	294 05

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
St. Onésime	P.Q	237 35	Salmon Bay	P.Q	40 00
St. Ouens	Man	99 47	Salmon River	N.B	261 00
St. Pacôme Station	P.Q	180 00	Salmon River	N.S	42 00
St. Patrick	P.Q	204 24	Salmon River Bridge	N.S	101 00
St. Patrick's Channel	N.S	29 50	Salmon River Lake	N.S	11 00
St. Paul de la Croix	P.Q	197 60	Salmon River Road	N.S	18 00
St. Paul d'Industrie	P.Q	350 00	Saltburn	Sask	117 80
St. Paul, Est	P.Q	88 00	Saltaux	Alberta	146 00
St. Paul's Island (summer office)	N.S	53 40	Saltel	Man	85 20
Ste. Pétronille	P.Q	297 55	Salter	Sask	196 16
St. Perpétue Station	P.Q	129 25	Salt Springs	N.B	99 60
St. Philibert (opened 1-8-21)	P.Q	40 00	Salt Springs, Antigonish	N.S	40 00
St. Philippe	N.B	28 00	Salt Springs, Pictou	N.S	288 35
St. Philippe de Chester	P.Q	81 70	Salt Springs Station	N.S	108 75
St. Philips	Sask	31 20	Sambro	N.S	275 81
St. Pie de Guire	P.Q	243 00	Samburg	Sask	73 00
St. Pierre	N.B	64 00	Sampsonton	Alberta	258 30
St. Pierre de Wakefield	P.Q	60 40	Samson	P.Q	31 00
St. Pierre d'Orléans	P.Q	140 25	Samsonville	N.S	44 50
St. Polycarpe Junction	P.Q	147 50	Sanborn	P.Q	41 05
St. Raymond	Man	30 00	Sandfield	Ont	155 80
St. Regmond	N.B	33 20	Sandford	Ont	165 75
St. Rédempteur	P.Q	101 50	Sandford Dene	Sask	93 10
St. Régis	P.Q	121 90	Sand Hill	P.Q	60 00
Ste. Rose	N.S	40 20	Sandilands	Man	201 27
Ste. Rose de Watford	P.Q	492 56	Sand Lake	Ont	78 95
Ste. Rosette	N.B	50 00	Sandown	Ont	79 60
St. Samuel de Horton	P.Q	201 66	Sandspit	B.C	100 11
St. Samuel Station	P.Q	158 25	Sand Point	N.S	143 32
St. Sébastien Station	P.Q	84 65	Sand Point Road (re-opened 10-11-21)	N.B	*b*
St. Sévère	P.Q	169 25	Sandridge	Man	179 60
St. Sévère Nord	P.Q	8 00	Sandstone	Alberta	189 09
St. Sévérin de Beaurivage	P.Q	248 16	Sandville	N.S	39 60
St. Sosime	N.B	27 00	Sandwith	Sask	157 50
St. Sulpice	P.Q	196 90	Sandy Creek	P.Q	48 00
Ste. Séraphine	P.Q	78 37	Sandy Beach Centre	P.Q	233 55
Ste. Théodosie	P.Q	166 95	Sandy Hook (summer office)	Man	56 80
St. Théodule	N.B	6 00	Sandy Point (summer office)	Ont	152 10
St. Thomas d'Aquin	P.Q	198 00	Sangster	Ont	17 00
St. Thomas de Caxton	P.Q	83 00	San Josef Bay	B.C	40 80
St. Thomas de Kent	N.B	83 25	San Mateo	B.C	135 95
St. Thomas de Soulanges	P.Q	19 00	Sanmaur	P.Q	254 00
St. Thuribe	P.Q	381 70	Sans Souci (Summer Office)	Ont	354 00
St. Valère de Bulstrode	P.Q	243 30	Sarrail	Alberta	70 00
St. Valerien de Rimouski	P.Q	315 95	Sargent	N.B	8 00
St. Victor	Sask	350 25	Sartigan	P.Q	46 00
St. Victor Station	P.Q	382 60	Sarto	Man	36 50
St. Yvon	P.Q	193 75	Sarty's	N.S	36 00
Sable River	N.S	319 35	Saskalta	Alberta	14 00
Sacre-Coeur de Marie	P.Q	161 10	Saskhart (opened 1-1-22)	Sask	18 25
Sacred Heart	Alberta	77 00	Saulnierville Station	N.S	217 00
Saddle Lake	Alberta	52 50	Sault à la Puce	P.Q	60 00
Sadowa	Ont	77 40	Sault St. Lin	P.Q	175 00
Sagathun	Sask	31 78	Sault Ste. Marie S.O. No. 3	Ont	*a*
Sage Creek	Alberta	7 25	Saunders	Alberta	564 56
Sahanatien	Ont	72 50	Savanne	Ont	331 50
Saint Front	Sask	68 55	Savary Island	B.C	226 10
Saint Olivier	N.B	14 50	Savoie	P.Q	10 00
Saints Anges	P.Q	327 00	Savoy	N.B	65 00
Salaberry	P.Q	54 00	Savoy Landing	N.B	48 05
Salem	Ont	354 00	Sawdy	Alberta	31 00
Salem	N.S	298 40	Sawyer	Sask	27 01
Salem Road	N.S	47 00	Saxby	Sask	18 20
Salford	Ont	248 20	Saxon Hill	Sask	16 00
Salina	N.B	20 00	Scadouc	N.B	75 00
Saline Creek (closed 1-6-21)	Sask	Nil	Scanterbury	Man	6 10

(*a*) For revenue *see* under Sault Ste Marie Sub-Offices.

(*b*) For revenue *see* under St. John Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Scarsdale	N.S.	52 75	Sewellville	N.B.	45 00
Scarth	Man.	211 43	Seymour	Alberta	48 65
Scatarie Island	N.S.	42 50	Shad Bay	N.S.	58 60
Schooner Passage (summer office)	B.C.	102 00	Shaftesbury (closed 15–1–22)	Alberta	Nil
Schuler	Alberta	490 00	Shalka	Alberta	61 00
Schutt	Ont.	129 67	Shamrock Valley (closed 23–7–21)	Alberta	Nil
Schwartz	P.Q.	76 00	Shanawan	Man.	205 59
Schyan	P.Q.	397 00	Shand	Sask.	17: 20
Science Hill	Ont.	123 31	Shanick	Ont.	37 80
Sclater	Man.	336 90	Shanklin	N.B.	19 50
Scoble, West	Ont.	85 65	Shannon	P.Q.	49 75
Scotch Bay	Man.	53 85	Shannon	N.B.	199 54
Scotch Hill	N.S.	20 00	Shannonvale	N.B.	5 00
Scotch Hill, East	N.S.	28 50	Sharpewood	Man.	58 00
Scotch Lake	N.S.	46 00	Shawanaga	Ont.	136 55
Scotch Settlement	N.B.	41 00	Shaw Brook	N.B.	6 00
Scotia	Ont.	426 55	Sheatown	Ont.	20 00
Scotland Farm	Man.	32 25	Sheba	N.B.	26 50
Scotties Springs (opened 1–7–21)	Ont.	247 45	Shebeshekong	Ont.	56 58
Scott Mills	N.B.	194 00	Shediac Bridge	N.B.	203 60
Scott Road	N.B.	24 25	Shediac Island	N.B.	43 00
Scott's Bay	N.S.	194 55	Shediac Road	N.B.	48 74
Scott Siding	N.B.	93 00	Sheerway	P.Q.	45 00
Scottsdale	Alberta	27 20	Sheet Harbour Passage	N.S.	103 00
Scout Lake	Sask.	33 50	Sheet Harbour Road	N.S.	36 65
Scribner	N.B.	31 50	Sheffield Mills	N.S.	302 95
Scrip	Sask.	72 00	Sheffield Mills Station	N.S.	429 80
Scroggie Creek (closed 5–6–21)	Yukon	20 50	Sheila	N.B.	233 65
Scugog	Ont.	66 00	Shekatika Bay	P.Q.	4 12
Seabright	N.S.	226 45	Sheldrake	P.Q.	68 65
Seabrook	N.S.	35 00	Shell Lake	Sask.	191 37
Sea Dog Cove	N.B.	26 65	Shell River	Sask.	121 50
Seaford	B.C.	90 78	Shelter Bay	P.Q.	363 75
Seaforth	N.S.	214 00	Shenley, East	P.Q.	80 50
Sea Gull	Ont.	36 00	Shenley, Nord	P.Q.	15 00
Seal	Alberta	23 00	Shenston	Ont.	40 01
Seal Cove	P.Q.	119 25	Shepenge	Alberta	37 60
Seal Harbour	N.S.	184 56	Shepody	N.B.	103 07
Seal Island	N.S.	35 00	Shepody Road	N.B.	5 00
Sea Otter Cove	B.C.	18 91	Sheppard Siding	Ont.	61 00
Sea Side	N.B.	52 50	Sheppardton	Ont.	214 45
Seaview	N.S.	69 00	Sheridan	Ont.	177 00
Seba Beach	Alberta	280 00	Shergrove	Man.	191 90
Second Peninsula	N.S.	22 00	Sherrard	Sask.	73 70
Sedalia	Alberta	843 84	Sherwood	Ont.	167 50
Seebe	Alberta	272 95	Shigawake East	P.Q.	215 50
Seech	Man.	61 10	Shillington	Ont.	280 50
Seely	Ont.	60 00	Shillingthorpe	Sask.	11 00
Sefferensville	N.S.	50 00	Shining Bank	Alberta	66 75
Sellars	Ont.	86 75	Shining Tree	Ont.	223 75
Sellarville	P.Q.	154 35	Shinnington	Ont.	223 75
Selmah	N.S.	257 57	Shinnickburn	N.B.	6 00
Selwood	N.B.	47 20	Ship Harbour Lake	N.S.	218 55
Selwyn	Ont.	62 60	Shippigan Gully	N.B.	19 00
Semiwagan Ridge	N.B.	34 50	Shippigan Island	N.B.	93 90
Senkiw	Man.	67 81	Shoal Creek	Alberta	23 00
Senneville	P.Q.	232 10	Shoolbred	P.Q.	158 00
Septième Lac (summer office)	P.Q.	41 00	Shooter Hill	Sask.	15 55
Serath	Sask.	27 70	Shoreacres	B.C.	209 07
Sesikinika Lake	Ont.	153 14	Shortdale	Man.	248 30
Seton Lake	B.C.	121 94	Shrewsbury	P.Q.	56 45
Setting Lake	Man.	116 10	Shulie	N.S.	260 65
Seven Oaks	B.C.	192 00	Shunacadie	N.S.	208 80
Severn Falls	Ont.	319 50	Shushartie	B.C.	157 99
Sevigny	P.Q.	75 00	Sidcup	Alberta	34 80
Sevogle	N.B.	50 20	Sideview	Alberta	25 00
Sewell Brook	N.B.	22 66	Sidney Inlet	B.C.	60 50
			Siglunes	Man.	45 00
			Sight Point	N.S.	5 00

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Silcote (closed 14–1–22)	Ont.	18 00	Snug Harbour	Ont.	41 55
Silica Lake	N.S.	Nil	Soapstone Mine	N.S.	31 35
Silliker's	N.B.	97 20	Sober Island	N.S.	159 20
Silver	Man.	94 25	Social Plains	Alberta.	20 75
Silver Bay	Man.	27 40	Socrates	Sask.	146 81
Silver Grove	Sask.	12 00	Soda Creek	B.C.	505 45
Silver Hill	Ont.	282 13	Soda Lake	Alberta.	289 65
Silver Lake	Ont.	52 60	Sokal	Sask.	47 00
Silver Mountain	Ont.	116 50	Solberg	Alberta.	39 66
Silver Mine	N.S.	16 78	Soldier's Cove	N.S.	61 10
Silver Park	Sask.	110 25	Soldier's Cove West	N.S.	43 90
Silver Plains	Man.	118 00	Solomon	P.Q.	39 60
Silver Ridge	Man.	3 00	Solequa	B.C.	416 60
Silver Springs	Sask.	30 50	Sonier	N.B.	32 00
Silver Stream	Sask.	100 00	Sonningdale	Sask.	314 53
Silver Valley	B.C.	67 51	Soperton	Ont.	189 00
Simard	P.Q.	41 00	Sopoff	Sask.	25 25
Simcoe Island	Ont.	34 10	Sounding Lake	Alberta.	21 00
Similkameen	B.C.	93 17	Souris Valley	Sask.	51 70
Simons Valley	Alberta.	60 70	South	N.S.	98 16
Simpson Corner	N.S.	136 20	South Alton	N.S.	67 00
Simpson's Pitt	Ont.	63 15	Southbank (opened 1–8–21)	B.C.	192 95
Sinnett	Sask.	73 10	South Bar of Sydney River	N.S.	121 00
Sirko	Man.	31 09	South Bathurst	N.B.	275 00
Sirdar	B.C.	497 75	South Bay	N.B.	51 45
Sissiboo Falls	N.S.	24 80	South Bay	Ont.	106 21
Sisson Ridge	N.B.	58 75	South Bay Mouth	Ont.	177 50
Six Mile Creek	B.C.	84 00	South Beach	P.Q.	65 00
Six Nations	Ont.	31 05	South Branch	N.S.	116 40
Six Portages	P.Q.	29 00	South Branch	N.B.	36 10
Six Roads	N.B.	135 25	South Canaan	N.S.	26 00
Skaro	Alberta.	87 66	South Clones	N.B.	45 00
Skerryvore (summer office)	Ont.	152 00	South Cove	N.S.	52 03
Skibo	Ont.	41 70	South Dudswell	P.Q.	35 00
Skibbereen	Sask.	27 37	South East Passage	N.S.	64 30
Skidegate	B.C.	82 00	South Esk	N.B.	40 00
Skidegate Mission (opened 1–6–21)	B.C.	131 31	South Ferriby	Alberta.	44 00
			Southfield	N.B.	60 00
Skipton	Sask.	30 00	South Gillies	Ont.	97 90
Skir Dhu	N.S.	40 50	South Greenwood	N.S.	22 50
Skookumchuck	B.C.	277 62	South Harbour	N.S.	14 10
Skull Creek	Sask.	54 25	South Harmony	N.S.	4 00
Sky Glen	N.S.	52 20	South Highlands	N.S.	6 00
Sky Glen East	N.S.	16 00	South Ingonish	N.S.	141 75
Skylake	Man.	17 21	South Ingonish Harbour	N.S.	20 50
Sky Mountain	N.S.	11 00	South Johnville	N.B.	26 00
Slate Falls	Ont.	20 00	South Junction	Man.	296 24
Slate River Valley (closed 1–7–21)	Ont.	49 92	South Lancaster	Ont.	389 00
			South Lochaber	N.S.	82 45
Slateville	N.S.	30 70	Southmag (summer office)	Ont.	30 00
Slawa	Alberta.	35 70	South Manchester	N.S.	19 25
Sletten	Sask.	21 00	South McLellan's Mountain	N.S.	14 00
Slocan Park	B.C.	64 68	South Melfort	Sask.	67 25
Slough Valley	Alberta.	6 00	South Merland	N.S.	5 00
Sluggett	B.C.	253 00	South Milford	N.S.	308 50
Sluice Point	N.S.	233 10	South Minto	N.B.	558 47
Smiley	Sask.	1,402 01	South Nelson Road	N.B.	175 00
Smithburg	Sask.	8 00	South Pender	B.C.	125 50
Smithfield	N.S.	41 00	Southport	P.E.I.	477 42
Smith Hill	Man.	53 27	South Port Mann	B.C.	45 20
Smith's	N.B.	100 00	South Port Morien	N.S.	41 00
Smith's Corner	N.B.	60 40	South Range	N.S.	104 00
Smith Settlement	N.S.	79 00	South Rawdon	N.S.	236 75
Smith Town	N.B.	144 50	South Rhodena	N.S.	25 00
Smithsville	N.S.	99 05	South River	N.B.	31 25
Snell	N.B.	36 00	South River Bourgeois	N.S.	54 00
Snider Mountain	N.B.	38 40	South River Lake	N.S.	93 50
Snipe Lake	Sask.	212 00	South St. Norbert	N.B.	45 50
Snow Road Station	Ont.	364 87	South Salt Springs	N.S.	10 00
Snowville	Ont.	126 42			

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue $ cts.
South Side Basin of River Dennis	N.S.	128 20
South Side of Baddeck River	N.S.	25 00
South Side of Boularderie	N.S.	66 00
South Star	Sask.	23 50
South Tatamagouche	N.S.	22 00
South Tilley	N.B.	60 00
South Touchwood	Sask.	20 00
South Tremont	N.S.	18 00
South Uniacke	N.S.	83 25
South Valley	Sask.	30 00
South Victoria	N.S.	52 00
Southview	Sask.	97 42
Southville	N.S.	95 50
South Waterville	N.B.	27 00
South West Lot 16	P.E.I.	20 00
South West Mabou	N.S.	25 00
South West Margaree	N.S.	216 10
South West Point	P.Q.	10 00
South West Port Hood	N.S.	39 20
South West Port Mouton	N.S.	230 30
South West Ridge	N.S.	22 00
Southwold Station	Ont.	328 60
Southwood	Ont.	142 33
Sowerby	Ont.	158 08
Spanish Ship Bay	N.S.	159 10
Spapley Creek	P.Q.	37 50
Spa Springs	N.S.	52 25
Spearhill	Man.	129 38
Speddington	Sask.	109 00
Spence	Ont.	87 25
Spencer's Island	N.S.	360 20
Spennymoor	Alberta	26 07
Spiddle Hill	N.S.	21 00
Spinney Hill	Sask.	300 00
Spooner	Sask.	61 20
Spring Bank (closed 30–6–21)	Alberta	Nil
Springbourne	Sask.	20 50
Springbrook	P.Q.	74 13
Spring Creek	Ont.	26 00
Springdale	Alberta	105 71
Springfield	Man.	105 00
Springfield Park	P.Q.	50 41
Spring Grove	Sask.	29 00
Springhaven	N.S.	152 35
Springhouse	B.C.	60 00
Spring Lake	Alberta	65 25
Springpark	Alberta	6 50
Spring Point	Alberta	40 00
Springridge	Alberta	60 30
Springstein	Man.	30 65
Springtown	Ont.	52 00
Springville	N.S.	185 50
Sproul Settlement	N.B.	6 63
Sprucefield	Alberta	42 00
Spruce Hedge	Ont.	32 00
Spruce Home	Sask.	89 61
Spry Harbour	N.S.	234 00
Spurgrave	Man.	57 48
Spuzzum	B.C.	575 76
Square Hill	Sask.	78 75
Squatteck	P.Q.	181 00
Squilax	B.C.	168 50
Squirrel Cove	B.C.	151 63
Stackpool	Ont.	214 93
Stainsleigh	Alberta	51 33
Standard Hill	Sask.	25 35
Stand Off	Alberta	135 50
Stanger	Alberta	141 53
Stanhope	P.Q.	278 25
Stanhope	P.E.I.	130 15
Stanley House (summer office)	Ont.	85 00
Stanley Section	N.S.	47 25
Stanleyville	Ont.	155 00
Staplehurst	Alberta	92 53
Staples Brook	N.S.	11 00
Star	Alberta	67 50
Starblanket	Sask.	42 25
Starkey's	N.B.	82 45
Starkville	Ont.	44 52
Starrat	Ont.	79 79
Starview (closed 1–7–21)	Sask.	6 91
Station Bilodeau	P.Q.	126 00
Stauffer	Alberta	156 75
Stavert	Ont.	165 75
Staynor Hall	Sask.	73 20
Stream Mill Village	N.S.	69 00
Steeledale	Sask.	18 20
Steeles Lake	N.S.	10 00
Steelhead	B.C.	58 00
Steelman	Sask.	186 15
Steenburg	Ont.	209 10
Steep Creek	Sask.	126 00
Steep Creek	N.S.	87 00
Steeve's Mountain	N.B.	41 00
Steeve's Settlement	N.B.	59 50
Stelcam	Sask.	100 00
Stellaco	B.C.	72 58
Stenson	P.Q.	177 60
Stetten	Alberta	20 00
Stewartdale	N.S.	24 00
Stewartfield	Alberta	36 75
Stewart Lake	Man.	Nil
Stewarton	N.B.	60 00
Stewart River	Yukon	47 68
Stewart Valley	Sask.	139 00
Stewiacke Cross Roads	N.S.	167 69
Stiles Village	N.B.	48 00
Still Water	N.S.	115 00
Stillwater	B.C.	681 10
Stirling	N.S.	41 60
Stirling Brook	N.S.	43 70
Stocks	Alberta	64 00
Stoddarts	N.S.	48 26
Stokeville	Alberta	32 00
Stoneham	P.Q.	361 00
Stonehenge	Sask.	49 00
Stonehurst	N.S.	69 00
Stonelaw	Alberta	87 50
Stoneleigh	Ont.	51 26
Stone Ridge	N.B.	83 15
Stony Hill	Man.	72 00
Stony Island	N.S.	337 00
Stony Lake	Sask.	105 39
Stonyview	Sask.	27 00
Stoppington	Alberta	61 90
Stormont	N.S.	136 60
Stowlea	Sask.	15 00
Strachan	Alberta	73 70
Straiton	B.C.	221 25
Strand	Sask.	32 50
Strange	Ont.	61 00
Strathadam	N.B.	105 90
Strathnaver	B.C.	23 05
Strawberry Hill	B.C.	213 98
Streets Ridge	N.S.	58 00
Streamstown	Alberta	96 00
Streatham	B.C.	42 83
Strickland	Ont.	98 70

Non-Accounting Post Offices —*Continued*

Name of Post Office	Province	Revenue $ cts.
Strong Pine	Sask.	27 00
Stry	Alberta	57 90
Stuart Island	B.C.	72 85
Stuart River	B.C.	161 40
Stubb's Bay	P.Q.	255 00
Stubno (opened 1-9-21)	Alberta	41 05
Stump Lake	B.C.	107 00
Sturgeon Creek	Man.	785 85
Sturgeon Landing	Sask.	80 00
Sturgeon Point (summer office)	Ont.	465 00
Sturgeon River	Sask.	133 50
Sturgeon Valley	Sask.	317 80
Sturgeonville	Alberta	52 00
Sucker Lake	Ont.	37 95
Suffolk Station	P.E.I.	18 75
Suffren	Man.	79 20
Sugar Camp	N.S.	31 00
Sugar Loaf	N.S.	105 01
Sugden	Alberta	50 00
Sullivan Lake	Alberta	118 55
Sulphur Springs	Alberta	207 45
Sulphur	Yukon	11 00
Summercove	Sask.	151 00
Summer Hill	N.B.	104 25
Summerview	Alberta	5 00
Summerville	Ont.	140 80
Summerville	P.E.I.	136 75
Summerville Centre	N.S.	98 10
Summit Lake	B.C.	119 00
Sundown	Man.	232 25
Sunkist	Sask.	146 75
Sunland	Alberta	34 00
Sunny Bank	P.Q.	170 15
Sunnybrook	Alberta	34 75
Sunny Corner	N.B.	151 50
Sunnydale	Alberta	31 45
Sunny Glyde	Alberta	85 50
Sunny Isle	Sask.	8 75
Sunnymead	Sask.	17 00
Sunnyside	N.B.	27 00
Sunnywold	B.C.	29 00
Sunrise	N.S.	12 00
Sunset (Cape North)	N.S.	35 00
Sunset Lake (opened 1-9-21)	Sask.	19 75
Sunshine (opened 1-8-21)	Ont.	157 50
Sunville	Man.	25 00
Surge Narrows	B.C.	96 64
Surprise	Sask.	44 70
Suretteville	N.B.	35 20
Surrey	N.B.	644 00
Sussex Corner	N.B.	900 00
Sutherland's River	N.S.	33 00
Sutton	N.B.	56 10
Sutton Bay	Ont.	70 55
Swansburg	N.S.	150 00
Swannell	Sask.	11 75
Swan Plain (re-opened 1-7-21)	Sask.	35 00
Swarthmore	Sask.	135 00
Sweenyville	N.B.	25 00
Sweetland	N.S.	27 00
Sweet's Corners	N.S.	229 00
Swift Creek	B.C.	413 70
Sybouts	Sask.	41 25
Sydney Forks	N.S.	60 55
Sydney River	N.S.	425 90
Sylvan	Man.	56 01
Sylvan Valley	Ont.	61 84
Sylvan Valley	N.S.	15 00
Sylvania	Sask.	31 45
Synton	N.B.	14 00
Syringa Creek	B.C.	168 18
Taft	B.C.	157 00
Talon	P.Q.	39 80
Talbot	Alberta	219 20
Talbotville Royal	Ont.	213 95
Tamaracouta (summer office)	P.Q.	70 00
Tancredia	P.Q.	197 90
Tangleflags	Sask.	Nil
Tanglefoot	B.C.	45 00
Tank	Alberta	79 00
Tankville	N.B.	16 10
Tannin (opened 1-1-22)	Ont.	41 50
Tansley	Ont.	94 25
Tantallon	N.S.	151 40
Tarbot	N.S.	53 00
Tarbotvale	N.S.	63 30
Tarentorus	Ont.	129 50
Tarnapol (re-opened 1-6-21)	Sask.	154 50
Tarrys	B.C.	86 00
Tartigou	P.Q.	123 90
Tashota	Ont.	248 00
Tatamagouche Mountain	N.S.	50 25
Tatla Lake	B.C.	30 00
Tatlock	Ont.	46 77
Taunton	Ont.	93 70
Taylorboro	Sask.	29 00
Taylor's Head	N.S.	18 00
Taylorside	Sask.	43 25
Taylor Village	N.B.	60 25
Taylorville	Alberta	91 50
Tchesinkut Lake (opened 16-10-21)	B.C.	35 00
Teddington	Sask.	123 75
Teepee	Sask.	37 00
Telegraph Creek	B.C.	203 60
Telford	N.S.	20 05
Temperance Vale	N.B.	30 70
Temperanceville	Ont.	114 34
Tenby	Man.	344 85
Tenby Bay	Ont.	67 59
Tenecape	N.S.	74 00
Ten Mile Creek	N.B.	42 60
Tennex	Sask.	25 00
Terence	Man.	232 25
Terence Bay	N.S.	153 10
Terra Nova	Ont.	166 25
Terra Nova	N.S.	43 00
Terre Noire	N.S.	82 50
Teston	Ont.	107 00
Tête à la Baleine	P.Q.	14 00
Tête Jaune Cache	B.C.	97 92
Tewkesbury	P.Q.	28 00
Tezorton (closed 28-2-22)	Sask.	8 00
Thalberg	Man.	161 75
The Beach (summer office)	B.C.	236 00
The Bluffs	N.B.	68 85
The Cottages (summer office)	Ont.	21 00
The Falls	N.S.	109 00
The Flats	Sask.	50 50
The Glades	N.B.	667 00
The Halfway	Man.	62 00
The Hawk	N.S.	143 80
The Lodge	N.S.	43 00
The Narrows	Man.	32 67
The Points West Bay	N.S.	101 00
The Range	N.B.	162 25

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Theresa	Sask.	83 20	Torbrook, East	N.S.	40 09
Thériault	N.B.	29 00	Torbrook, West	N.S.	97 70
The Ridge	Ont.	76 16	Torlea	Alberta	33 00
The Slash	Ont.	34 75	Toronto Sub-Office No. 72	Ont.	*a*
The Willows	N.B.	95 19	Toronto Sub-Office No. 107	Ont.	*a*
Thibault (opened 4-7-21)	N.B.	61 00	Torryburn	N.B.	151 00
Thibeauville	N.S.	52 57	Totonka	Man.	26 00
Thicket Portage	Man.	62 00	Touffe de Pins	P.Q.	62 35
Thistle Creek	Yukon	31 50	Tourelle	P.Q.	318 10
Thistletown	Ont.	246 00	Toutes Aides	Man.	328 65
Thivierge	P.Q.	164 90	Tow Hill (closed 1-7-21)	B.C.	Nil
Thomasville	N.S.	56 75	Tracadie Beach	N.B.	70 90
Thompson	Alberta	53 40	Tracadie Cross	P.E.I.	235 00
Thompson Lake	N.B.	10 00	Tracadie Road	N.S.	9 00
Thorah Island (summer office)	Ont.	10 00	Trafalgar	Ont.	370 80
Thorel House (summer office)	Ont.	100 00	Trait Carré	P.Q.	33 00
Thornbrook	N.B.	10 00	Tramore	Ont.	63 30
Thornby	P.Q.	56 90	Tranter	Man.	15 00
Thorne Centre	P.Q.	22 43	Trapp Lake	B.C.	30 00
Thorsby	Alberta	19 90	Treelon	Sask.	40 10
Three Brooks	N.B.	108 58	Trelydden	Man.	22 00
Three Fathom Harbour	N.S.	66 55	Tremblay Settlement	N.B.	43 00
Three Forks (closed 31-8-21)	B.C.	29 00	Tremont	N.S.	64 00
Three Lakes	P.Q.	159 90	Trentham	Man.	32 25
Three Valley	B.C.	162 00	Trent River	Ont.	296 00
Thrums	B.C.	161 45	Trenville	Alberta	48 75
Thunder River	P.Q.	237 32	Trewdale	Sask.	88 50
Thurston Harbour	B.C.	119 00	Tring	Alberta	210 97
Thurstonia Park (summer office)	Ont.	327 00	Trinity Valley	B.C.	58 00
Thwaites	Ont.	23 00	Triple Lake	Sask.	18 45
Tichfield (opened 1-8-21)	Sask.	244 65	Tripola	Alberta	107 00
Tiddville	N.S.	45 00	Tristram	Alberta	27 41
Tide Head	N.B.	160 05	Triton Fishing Club (summer office)	P.Q.	100 00
Tide Lake	Alberta	88 25	Trois Saumons	P.Q.	229 70
Tidnish Bridge	N.B.	179 00	Trois Saumons Station	P.Q.	95 50
Tidnish River	N.S.	117 50	Trottier	P.Q.	114 45
Tilley	N.B.	76 75	Trout Brook	N.B.	94 00
Tilly	Sask.	13 00	Trout Brook	N.S.	60 00
Tilley Road	N.B.	77 60	Trout River	N.S.	60 10
Timagimi Park (summer office)	Ont.	Nil	Trout Stream	N.B.	56 25
Timberlea	N.S.	46 00	Troy	N.S.	24 00
Tinchebray	Alberta	21 25	Trudeau	Ont.	202 20
Tingley	N.B.	17 00	Truemanville	N.S.	28 00
Tionaga	Ont.	412 70	Tullis	Sask.	200 00
Tipperary	Man.	11 00	Tullymet	Sask.	200 70
Titanic	Sask.	39 00	Tumbell	Man.	20 25
Titusville	N.B.	140 00	Tupper Creek	B.C.	70 00
Tlell	B.C.	85 50	Tupperville	N.S.	232 80
Tobegot (opened 15-10-21)	P.Q.	119 00	Turgeon	P.Q.	57 50
Tobique Narrows	N.B.	42 50	Turgeon	N.B.	230 45
Tobique River	N.B.	55 30	Turin	Alberta	193 25
Tod Creek	Alberta	43 77	Turnhill	Sask.	18 01
Tolland	Alberta	189 65	Turnerville	Ont.	331 94
Tolstoi	Man.	537 80	Turtle Creek	N.B.	198 50
Tomahawk	Alberta	324 54	Turtle Lake	Ont.	62 50
Tomiko	Ont.	347 32	Tuscola	Sask.	26 27
Tomkinsville	N.S.	14 00	Tutela	Ont.	*b*
Tonkin	Sask.	28 80	Tway	Sask.	95 00
Tooleton	N.B.	79 00	Tweedie Brook	N.B.	16 00
Topaz Harbour	B.C.	621 00	Twickenham	Sask.	28 20
Topland	Alberta	32 10	Twining	Alberta	147 64
Topley (opened 1-5-21)	B.C.	121 81	Twin Rock Valley	N.S.	28 00
Torbay	N.S.	38 59	Twin Valley	Sask.	38 00
Torbrook	N.S.	113 40	Two Hills	Alberta	115 61
			Two Rivers	N.S.	34 00
			Tyneside	Sask.	6 00
			Tzouhalem (closed 31-8-21)	B.C.	15 00

(*a*) For Revenue, *see* under Toronto Sub-Offices.
(*b*) For Revenue, *see* under Brantford Sub-Offices.

Non-Accounting Post Offices—*Continued*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Udora	Ont.	218 35	Upper Peel	N.B.	14 00
Ufford	Ont.	111 65	Upper Rawdon	N.S.	349 31
Uhthoff	Ont.	286 60	Upper Rexton	N.B.	90 70
Ukraina	Man.	183 08	Upper River Dennis	N.S.	30 60
Ullswater	Ont.	97 00	Upper Rockport	N.B.	48 00
Umphrey	Sask.	52 00	Upper St. André (opened 29-11-21)	N.B.	25 00
Underhill	N.B.	160 00	Upper St. Maurice	N.B.	10 00
Undine	N.B.	13 00	Upper Ste. Rose	N.B.	23 00
Union Creek	Ont.	101 80	Upper St. Simon	N.B.	36 00
Union Mills	N.B.	235 50	Upper Sheila (opened 1-10-21)	N.B.	34 90
Union Road	P.E.I.	87 85	Upper Siegas	N.B.	41 50
Uno	Man.	293 50	Upper Smithfield	N.S.	30 45
Union Square	N.S.	58 50	Upper South River	N.S.	119 87
Upper Abougoggin	N.B.	95 00	Upper South West Mabou	N.S.	25 80
Upper Baddeck River	N.S.	28 75	Upper Springfield	N.S.	15 00
Upper Balmoral	N.B.	128 40	Upper Squamish	B.C.	19 00
Upper Barneys River	N.S.	33 00	Upper Tantallon	N.S.	437 35
Upper Bass River	N.S.	64 00	Upper Tilley Road	N.B.	16 00
Upper Bay du Vin	N.B.	125 50	Upper Washabuck	N.S.	52 50
Upper Bertrand	N.B.	85 00	Upper Wedgeport	N.S.	72 00
Upper Big Tracadie	N.S.	79 00	Upper West New Harbour	N.S.	46 60
Upper Blackville	N.B.	292 90	Upper Whitehead	N.S.	19 00
Upper Blandford	N.S.	91 60	Upper Wood Harbour	N.S.	53 00
Upper Branch	N.S.	106 95	Upsalquitch	N.B.	333 38
Upper Brighton	N.B.	84 15	Urbania	N.S.	97 00
Upper Buctouche	N.B.	72 50	Urquharts	N.B.	33 00
Upper Burlington	N.S.	194 70	Ursa	Ont.	8 05
Upper Cape	N.B.	71 70	Usherville	Sask.	69 10
Upper Caraquet	N.B.	359 70	Usona	Alberta	62 10
Upper Charlo	N.B.	330 75			
Upper Chelsea	N.S.	86 95	Vachon	P.Q.	62 47
Upper Clyde River	N.S.	58 00	Valbrand	Sask.	202 69
Upper Derby	N.B.	106 00	Valcartier, Village	P.Q.	320 00
Upper Dorchester	N.B.	189 10	Val d'Amour	N.B.	16 00
Upper Dover	N.B.	30 00	Valdor	P.Q.	56 44
Upper Dundee	N.B.	17 00	Vale	Alberta	56 00
Upper Economy	N.S.	94 96	Valencay	P.Q.	114 00
Upper Falmouth	N.S.	200 00	Valenciennes	P.Q.	32 00
Upper Gaspereau	N.B.	36 00	Valentia	Ont.	200 55
Upper Glencoe	N.S.	21 00	Vale Perkins	P.Q.	158 83
Upper Glen Road	N.S.	15 80	Valeport	Sask.	111 50
Upper Golden Grove	N.B.	15 00	Valhalla	Alberta	161 25
Upper Goshen	N.B.	24 75	Valin	P.Q.	25 40
Upper Grand Mira	N.S.	47 00	Valjean	Sask.	297 65
Upper Greenwick	N.B.	57 00	Vallee Jonction, late Beauce Junction	P.Q.	1397 05
Upper Hampstead	N.B.	41 50	Vallee Ste Claire	Sask.	43 25
Upper Hat Creek	B.C.	45 25	Valleville	P.Q.	59 75
Upper Keswick	N.B.	113 50	Valley Centre	Sask.	33 25
Upper Kinsburg	N.S.	88 20	Valley Mills	N.S.	30 00
Upper Kintore	N.B.	21 00	Valley Station	N.S.	40 00
Upper La Have	N.S.	216 00	Vallican	B.C.	79 00
Upper Lakeville	N.S.	48 50	Valmont	P.Q.	208 39
Upper Lawrencetown	N.S.	6 00	Val Marie	Sask.	106 50
Upper Leitche's Creek	N.S.	8 00	Val Morin Station	P.Q.	409 65
Upper Loch Lomond	N.B.	43 00	Valois	P.Q.	238 00
Upper Main River	N.B.	68 30	Val Ombreuse	P.Q.	65 22
Upper Margaree	N.S.	13 00	Valpoy	Man.	29 75
Upper Melbourne	P.Q.	253 50	Val Soucy	Alberta	45 40
Upper Middleboro	N.S.	109 40	Vanarsdol	B.C.	121 17
Upper Middle River	N.S.	86 25	Vance	Sask.	60 00
Upper Mills	N.B.	41 25	Vanbrugh	Ont.	44 00
Upper Nappan	N.S.	13 00	Van Bruyssel	P.Q.	555 86
Upper Nelson	N.B.	45 00	Vancouver, North Arm	B.C.	*a*
Upper New Cornwall	N.S.	69 55	Vancouver, Vancouver Heights	B.C.	*a*
Upper New Harbour	N.S.	141 00	Vandura	Sask.	289 50
Upper New Horton	N.B.	90 00	Vandry	P.Q.	82 00
Upper New Port	N.S.	140 55			
Upper North River	N.S.	25 00			
Upper Ohio	N.S.	50 41			

(*a*) For Revenue *see* under Vancouver Sub-Offices.

Non-Accounting Post Offices—*Continued*.

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Vandyne	Alberta	44 60	Vimy Ridge	Ont	173 21
Vanesti	Alberta	59 65	Vinca	Alberta	25 00
Vankoughnet	Ont	120 40	Vincennes	P.Q	338 32
Vannes	Man	34 03	Vinoit	P.Q	75 24
Vanrena	Alberta	161 40	Vinsulla (opened 16–8–21)	B.C	71 50
Vansickle	Ont	34 27	Vinton	P.Q	146 40
Van Winkle	B.C	91 91	Virgil	Ont	253 25
Vargas	B.C	14 41	Virginia East	N.S	39 45
Varsity View	Man	110 00	Vivian	Ont	65 00
Vassar	Man	500 41	Vivian Station	Man	250 20
Vauban	P.Q	287 26	Vogar	Man	126 50
Vaucluse	P.Q	186 46	Voght Valley	B.C	20 00
Vaughan	N.S	135 80	Vogier's Cove	N.S	404 20
Vauquelin	P.Q	12 70	Volmer (opened 1–12–21)	Alberta	32 25
Vautour	N.B	53 55			
Vauvert	P.Q	287 83	Waba	Ont	228 00
Vavenby	B.C	232 00	Wabasca	Alberta	128 60
Vedder Crossing	B.C	156 00	Wabassee	P.Q	81 00
Veilleux	P.Q	24 50	Wacouta	Man	4 75
Valetta (opened 1–2–22)	Ont	13 00	Wadden Cove	N.S	22 50
Vendée	P.Q	64 20	Wadhams	B.C	412 74
Venlaw	Man	41 25	Wagarville	Ont	121 35
Vennachar	Ont	166 15	Wagram (closed 1–5–21)	Ont	Nil
Verbois	P.Q	65 47	Wahstao	Alberta	60 25
Verdant (closed 1–6–21)	Sask	Nil	Waitville	Sask	45 50
Verdant Valley	Alberta	22 00	Wako	Ont	124 50
Vermilion Bay	Ont	312 35	Waldeck Line	N.S	77 50
Verna	Sask	30 00	Walden	N.S	71 00
Vernal	N.S	21 00	Waldersee	Man	88 00
Verndale	Sask	24 38	Waldorf (closed 16–12–21)	Sask	42 77
Vernon Mines	N.S	15 00	Walkerburn	Man	35 40
Vernon River	P.E.I	310 15	Walkers	Ont	450 50
Vestfold	Man	20 50	Walkers Cutting	P.Q	96 50
Vesuvius	N.S	48 25	Walkers Point	Ont	168 60
Vezina's Corner (closed 11–8–21)	P.Q	5 32	Walkerville	N.S	87 10
			Walkleyburg	Man	22 25
Victoria	N.S	72 25	Wallace Highlands	N.S	16 50
Victoria Sub-office No. 6	B.C	*b*	Wallace Mill	P.Q	13 00
Victoria Sub-office No. 9	B.C	*b*	Wallace Station	N.S	231 25
Victoria Sub-office No. 10	B.C	*b*	Wallard	Sask	223 05
Victoria Beach	N.S	334 00	Wallbrook	N.S	53 00
Victoria Beach	Man	412 00	Wallmore	Man	59 00
Victoria Bridge	N.S	122 50	Walnut Grove	B.C	70 00
Victoria Corners	Ont	73 90	Walpole Island	Ont	75 00
Victoria Harbour	N.S	60 00	Wampum	Man	70 10
Victoria Line	N.S	28 00	Wamsley	Ont	60 16
Victoria Mines	N.S	126 70	Wandsworth	Sask	78 00
Victoria Vale	N.S	128 00	Wanganui	Sask	7 00
Victory	N.B	17 00	Wanham	Alberta	185 45
Vidir	Man	70 50	Wanikewin	Ont	29 00
Vieille Eglise	P.Q	211 00	Waniska	Sask	46 70
Vienneau	N.B	59 00	Wapashoe	Sask	21 01
Viewfield	Sask	306 34	Wapske	N.B	292 30
View Hill (closed 1–7–21)	B.C	51 05	Warburg	Alberta	22 70
Vigilant	Sask	17 25	Wardlow (opened 1–1–22)	Alberta	75 50
Villagedale	N.S	105 75	Wardrope	Ont	256 20
Village La Prairie	N.B	12 65	Ward's Brook	N.S	131 15
Village St. Augustin	N.B	24 00	Warmley	Sask	9 00
Village St. Croix	N.B	56 00	Warrensville	Alberta	24 00
Village St Irene	N.B	10 75	Warwick	Alberta	239 65
Village St Jean	N.B	15 61	Wasa	B.C	369 00
Village St Paul	N.B	30 50	Wasach	Ont	161 25
Village St. Pierre	N.B	25 50	Wasel	Alberta	20 00
Ville Bouvier	Sask	27 40	Washabuck Bridge	N.S	15 30
Villefranche	Sask	60 50	Washabuck Centre	N.S	37 00
Ville Guay	P.Q	118 00	Wasing	Ont	65 10
Villemay	P.Q	258 10	Wassewa	Man	25 00
Ville Real	P.Q	52 53	Wastina	Alberta	61 80
Villeroy	P.Q	103 35	Watabeag	Ont	73 00

(*b*) For Revenue *see* under Victoria Sub-offices.

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue $ cts.
Waterfield	Sask.	121 75
Waterford	N.S.	116 00
Waterford	N.B.	32 40
Waterhen	Man.	52 25
Waterloo	N.S.	42 00
Waternish	N.S.	40 00
Waterside	N.S.	45 00
Waterton Park	Alberta	216 50
Watervale	N.S.	68 20
Watford	N.S.	73 22
Watling	N.B.	19 80
Watt Section, Sheet Harbour	N.S.	138 75
Wattsford	Alberta	47 00
Waubamick	Ont.	122 58
Waugh	N.B.	45 00
Waugh	Alberta	130 00
Waugh's River	N.S.	117 90
Waupoos	Ont.	278 90
Wavy Bank	Man.	26 15
Wa Wa Hotel (summer office opened 29-8-21)	Ont.	500 00
Wawashkesh (summer office)	Ont.	429 00
Wawbeek (closed 30-9-21)	Sask.	Nil
Waweig	N.B.	101 75
Waybrook	Alberta	36 27
Wayerton	N.B.	17 50
Weald (opened 1-1-22)	Alberta	35 00
Wealthy	Alberta	24 50
Weatherley	N.S.	45 00
Weaver	N.B.	37 51
Weaver Settlement	N.S.	35 00
Weaver Siding	N.B.	33 68
Weirstead	P.Q.	106 07
Welby	Sask.	168 15
Welland Junction	Ont.	215 55
Wellfield Settlement	N.B.	17 00
Welling	Alberta	102 00
Wellington	N.S.	95 40
Wellington Station	N.S.	80 05
Wells	N.B.	20 00
Wells Brook	N.B.	30 00
Wellsdale	Alberta	139 00
Wellsville	Alberta	26 00
Welsford Road	N.S.	24 00
Welshtown	N.S.	20 00
Welton's Corner (closed 30-6-21)	N.S.	8 00
Wenham Valley	Alberta	39 00
Weno	Alberta	42 00
Wensley	Ont.	131 70
Wentworth	N.S.	104 70
Wentworth Creek	N.S.	27 50
Wentworth Station	N.S.	320 00
Wentzell's Lake	N.S.	60 00
Wesleyville	Ont.	113 25
West Advocate	N.S.	70 00
West Alba	N.S.	60 00
West Apple River	N.S.	11 50
Westasta Valley	Sask.	20 00
West Aylwin	P.Q.	214 41
West Baccaro	N.S.	45 00
West Bay Centre	N.S.	118 00
West Bay Road	N.S.	446 36
West Berlin	N.S.	161 75
West Branch, St. Nicholas River	N.B.	112 45
Westbridge	B.C.	252 62
Westbrook	N.S.	460 55
Westbury Basin	P.Q.	18 00
West Caledonia	N.S.	58 50
Westchester	N.S.	25 00
Westchester Lake	N.S.	5 00
West Chezzetcook	N.S.	165 00
West Clifford	N.S.	66 35
Westcock	N.B.	62 00
West Cooks Cove	N.S.	44 00
Westcott	Alberta	92 00
West Demars	B.C.	88 35
West Devon	P.E.I.	197 10
West Ditton	P.Q.	16 00
West Earltown	N.S.	10 00
Westerdale	Alberta	50 00
West Erinville	N.S.	46 00
Westerham	Sask.	126 90
Westerleigh	Sask.	14 50
Westerly	N.S.	20 00
Western Head	N.S.	70 00
Westfield	N.S.	45 50
Westfield Centre	N.B.	286 10
West Flamborough	Ont.	318 20
West Glassville	N.B.	65 00
West Guildford	Ont.	139 30
Westhazel	Sask.	134 60
West Head	N.S.	423 65
West Jeddore	N.S.	271 73
Westlake	Sask.	31 90
West Lakevale	N.S.	19 00
West Lawrencetown	N.S.	87 25
West Liscombe	N.S.	46 00
West Lochaber	N.S.	30 00
West Mabou Harbour	N.S.	4 00
Westmere (closed 14-9-21)	B.C.	Nil
West Middle Sable	N.S.	106 75
West Newdy Quoddy	N.S.	195 30
West Northfield	N.S.	133 10
West Peace River	Alberta	130 00
West Petpeswick	N.S.	44 00
West Port Clyde	N.S.	98 25
West Quaco	N.B.	302 00
West River	N.B.	50 00
West Roachvale	N.S.	42 00
West St. Andrews	N.S.	19 00
West Shore	Sask.	117 50
West Side of Middle River	N.S.	86 30
West Springhill	N.S.	25 00
West Tarbot	N.S.	17 50
West Tatamagouche	N.S.	18 00
Westward Ho	Alberta	85 75
West Waterville	N.B.	21 00
West Wingham	Alberta	178 75
Wexford	Ont.	71 00
Weymouth Falls	N.S.	51 70
Weymouth Mills	N.S.	156 00
Whalen Island (summer office)	Ont.	102 00
Wharncliffe	Ont.	108 85
Wharton	N.S.	30 00
Whatcheer	Alberta	82 75
Wheat Centre	Alberta	34 00
Wheatley River	P.E.I.	125 10
Wheaton Mills	N.B.	39 00
Wheaton Settlement	N.B.	45 00
White	Ont.	26 50
Whitebeech	Sask.	65 00
Whiteburn Mines (closed 6-12-21)	N.S.	5 36
White Fish Lake	P.Q.	30 00
White Fox	Sask.	126 00
Whitehall	Ont.	151 75
White Head, Pérce	P.Q.	205 72
Whitehead, (Kings)	N.B.	38 00
White Lake	B.C.	6 00

Non-Accounting Post Offices—*Continued.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Whitemud	Sask.	18 00	Windsor Lake	Sask.	30 75
White Point	N.S.	38 45	Windygates	Man.	112 50
White Rapids	N.B.	28 10	Windy Lake	Ont.	53 81
White Rock Mills	N.S.	171 20	Wine Harbour	N.S.	175 45
White Sand	Sask.	57 55	Wine River	N.B.	10 60
White's Brook	N.B.	222 58	Wingard	Sask.	108 50
White's Corner	N.S.	63 00	Wingle	Ont.	71 00
White's Cove	N.B.	324 25	Wingello	Sask.	60 25
Whiteside	Ont.	236 00	Winnington	Alberta.	31 00
Whiteside	N.S.	123 16	Winsloe	P.E.I.	219 90
White's Lake	N.S.	51 00	Winslow, South	P.Q.	21 50
White's Mills	N.B.	27 00	Winthorpe	Sask.	54 50
White's Mountain	N.B.	12 00	Winton	Sask.	38 00
White's Settlement	N.B.	30 00	Wisdom	Alberta.	20 25
Whitestone	Ont.	163 30	Wishart	Sask.	212 21
White Sulphur	B.C.	50 30	Wishart Point	N.B.	71 35
White Star	Sask.	43 00	Wisla	Man.	25 20
Whitewood Gove	Ont.	111 25	Wiste	Alberta.	161 40
Whitewood Hills	Sask.	35 00	Wistaria	B.C.	143 00
Whitford	Alberta.	123 79	Witchekan	Sask.	220 12
Whitkow	Sask.	111 50	Wittenburg	N.S.	67 20
Whitney	N.B.	174 30	Wiwa Hill	Sask.	46 00
Whitton	Alberta.	3 00	Woermke	Ont.	58 66
Whitworth	P.Q.	202 20	Wolf Creek	Alberta.	141 50
Whycocomagh Bay (North side)	N.S.	22 75	Wolf Lake	P.Q.	114 70
Whycocomagh Mount	N.S.	4 00	Wolverton	Ont.	444 40
Whycocomagh Portage	N.S.	13 00	Wood	Ont.	29 00
Whytecliffe	B.C.	215 64	Wood Bay	Man.	147 65
Whytewold	Man.	327 83	Woodbend	Alberta.	34 20
Wickham	N.B.	205 00	Woodbine	N.S.	26 00
Wideview	Sask.	96 90	Woodbourne	N.S.	26 25
Wien	Alberta.	10 09	Woodburn	Ont.	40 00
Wiggins	Sask.	58 25	Woodfield	N.S.	27 45
Wikwemikong	Ont.	61 00	Woodfield	Man.	25 55
Wilburn	N.S.	19 00	Woodglen	Alberta.	33 50
Wildmere	Alberta.	198 15	Woodhouse	Alberta.	153 50
Wild Rose	Sask.	123 60	Woodington	Ont.	240 00
Wile Settlement	N.S.	24 00	Wood Island	N.B.	50 80
Wileville	N.S.	12 00	Wood Islands, West	P.E.I.	31 25
Wilfrid	Ont.	153 00	Wood Lake	N.B.	12 00
Willard	Man.	97 70	Woodmore	Man.	104 00
Willard Mills	P.Q.	59 00	Woodpecker	B.C.	139 75
Willesden Green	Alberta.	77 40	Wood Point	N.B.	79 00
William	P.Q.	68 00	Woodridge	Man.	486 88
Williamsdale	N.S.	33 00	Wood River	Alberta.	10 81
Williams Point	N.S.	23 00	Woodrock	Sask.	121 75
Williams Siding	B.C.	102 25	Woodroffe	Ont.	682 50
Willisville	Ont.	207 25	Woodroyd	Man.	25 00
Willoughby (opened 1-5-21)	B.C.	127 00	Woodside	P.Q.	44 00
Willowdale	Ont.	575 17	Woodside	Man.	129 50
Willowdale	N.S.	20 32	Woodside	N.B.	77 50
Willowfield	Sask.	21 00	Woodvale	N.S.	45 35
Willow Grove	N.B.	40 00	Woodville	N.S.	41 75
Willow Hill	Sask.	20 00	Woodville	N.B.	23 00
Willowlea	Alberta.	35 67	Woodward's Cove	N.B.	280 25
Willow River	B.C.	506 65	Wordsworth	Sask.	400 25
Willow Springs	Sask.	180 00	Woolchester	Alberta.	36 00
Willowvale	Sask.	68 75	Wostok	Alberta.	427 50
Willowview	Man.	37 23	Wreck Cove	N.S.	69 30
Wilmot Valley	P.E.I.	100 55	Wrightville	Sask.	42 85
Wilson	Ont.	85 00	Wyborn	Ont.	59 45
Wilson Creek	B.C.	100 10	Wyatt Bay	B.C.	374 42
Wilson Lake	Sask.	42 00	Wycollar	Sask.	232 63
Wilson Landing	B.C.	48 45	Wyecombe	Ont.	299 00
Wilson's Corners	P.Q.	133 50	Wylie	Ont.	104 44
Wilson's Mills	P.Q.	87 00	Wynot	Sask.	99 00
Wilson's Point	N.B.	11 00	Wyse's Corner	N.S.	60 00
Wimmer	Sask.	185 80	Wyvern	N.S.	24 00
Windigo (opened 1-5-21)	P.Q.	415 00	Yankee Harbour	N.S.	25 00
Windsor Junction	N.S.	298 80	Yarm	P.Q.	102 75

Non-Accounting Post Offices—*Concluded.*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		$ cts.			$ cts.
Yarmouth Centre	Ont.	82 00	Zant	Man.	30 00
Yarrow	B.C.	173 20	Zawale	Alberta	40 00
Yates	Alberta	18 45	Zbaraz	Man.	20 50
Yearley's	Ont.	91 00	Zehner	Sask.	366 75
Yeomans	Sask.	145 90	Zenon Park	Sask.	208 05
Yennadon	B.C.	139 45	Zeta	Ont.	18 60
Yone	N.B.	23 60	Zetland	Alberta	181 50
Yonker	Sask.	408 25	Zhoda	Man.	37 30
York Centre	P.Q.	147 00	Zinoton	B.C.	30 00
York Mills	Ont.	164 41	Ziska	Ont.	109 80
Younghall	N.B.	37 00	Zoldovaro	Alberta	14 50
Young's Cove	N.B.	220 00	Zoria	Man.	37 45
			Zwickers	N.S.	22 00
Zalicia	Man.	75 00			

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1922

Submitted in Accordance with the Provisions of Chapter 39, Section 34, of the Revised Statutes of Canada

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B., G.C.M.G., M.V.O., Governor General and Commander in Chief of the Dominion of Canada.

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1922.

I have the honour to be, sir

Your Excellency's most obedient servant,

J. H. KING,
Minister of Public Works.

OTTAWA, November 10, 1922.

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DEPUTY MINISTER.

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CHIEF ENGINEER.

GENERAL SUPERINTENDENT OF TELEGRAPHS.

COLLECTOR OF REVENUE

CHIEF ACCOUNTANT.

LAW BRANCH.

NATIONAL GALLERY.

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REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED MARCH 31, 1922

DEPARTMENT OF PUBLIC WORKS, CANADA

OTTAWA, October 20, 1922.

Honourable J. H. KING, M.D.,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Department of Public Works for the fiscal year ended March 31, 1922.

EXPENDITURE

The total expenditure incurred by the department during the fiscal year 1921-22, on its various works of construction, maintenance and operation amounted to the sum of $17,939,494.27, of which the sum of $798,526.94, is charged to demobilization.

The details of this outlay may be classified as follows:—

Harbour and river works	$ 6,142,156 79
Dredging, plant, etc.	1,211,582 40
Roads and bridges	596,192 70
Public buildings	7,401,221 70
Telegraphs	1,024,116 11
Miscellaneous	765,697 63
	$17,140,967 33
Demobilization	798,526 94
	$17,939,494 27

As compared with the total for last year, there is a reduction of $3,031,180.04, accounted for by reduced expenditure in all services with the exception of roads and bridges where the increase of $399,983.57 is caused by the construction of a bridge at Banff on the Bow river; an international bridge at Edmundston, N.B., and a new Bascule bridge at Burlington Channel, Ont.

REVENUE

The revenue for the year amounted to the sum of $696,219.88 and is made up as follows:—

Graving docks	$112,193 55
Rents	111,111 30
Telegraphs	290,131 34
Casual revenue	180,690 69
Ferries	2,093 00
	$696,219 88

The decrease in revenue as compared with last year amounts to $28,909.42, notwithstanding an increase of $47,275.40 from graving docks. The greatest loss in revenue is from telegraph lines, amounting to $40,339.09, which is referred to under the subhead "Telegraphs."

The decrease of $17,036.90 in rents would appear larger were it not for an item of $24,890.06 due but unpaid last year which is included in this year's revenue statement. The general decrease is accounted for by reduced revenue from so-called sundry rents.

The casual revenue varies, and the amount of $180,690.69 collected in the present fiscal year, as compared with $199,582.85 in 1921, is made up of receipts from sales of property, $24,000; earnings of dredges and plant, $31,800; contributions from provinces and local authorities towards cost of works, such as interprovincial bridges, $102,300; refunds, $9,300; slides and booms, an overdue account, $6,170, and minor items aggregating about $7,000.

HARBOUR AND RIVER WORKS

The total expenditure in this branch was $6,142,156.79, which is $1,399,510.71 less than last year's outlay.

The following is a list of works which have been completed during the year:—

Nova Scotia.—Bass River, wharf; Soldier's Cove, wharf.

New Brunswick.—Lord's Cove, wharf.

Prince Edward Island—North Lake, boat harbour.

Quebec.—Champlain dry dock at Lauzon.

Ontario.—Maclaren's Landing, wharf; Milford Bay, wharf acquired and rebuilt; Sparrow Lake, wharf.

British Columbia.—Boswell, float; Carroll's Landing, float; Courtenay, new wharf; Ioco, wharf.

To replace wharves that had been so damaged or decayed that they were no longer serviceable, the following were built in British Columbia: Alice Arm, Cowichan Bay, Gabriola Island, Ganges, Kincolith, Ladysmith, Manson's Landing, Squirrel Cove, and a new pier head to the wharf at Barnstone Island.

The following works were under contract, but unfinished at the end of the fiscal year:—

New Brunswick.—Black's Harbour, pier head; Courtenay Bay works.

Quebec.—Anse aux Gascons, breakwater; Gaspé, wharf renewal; Notre Dame des Sept Douleurs, wharf extension.

Ontario.—Fort William, breakwater; Port Arthur, breakwater; Toronto, harbour improvements; Toronto Island, breakwater.

British Columbia.—Steveston Jetty, third section; Esquimalt dry dock (new).

DREDGING

The sum expended under this heading amounted to $1,211,582.40, which is $244,600.50 less than the outlay of the previous year.

During the year, shipments by water were well maintained, and especially was this apparent in the eastern movement of grain on the Great Lakes. As far as possible, the department met the demands for dredging necessary to restore and maintain the required depths and widths in harbours and channels. While prices of labour and material were generally well maintained, such reductions as took place are reflected in the cost of various works.

Only such works as were of urgent importance in the public interest were considered, and a number of units of departmental plant were consequently not in commission. By leasing some of these units to private firms considerable revenue was derived, and at the same time valuable units of plant were well maintained at no cost to the department, but will be available for service when the demands of water borne commerce for further harbour improvement warrant their being again commissioned.

Construction was commenced on one small dredge for use in improving the channel of the La Biche river for accommodation of shipping on the lake of that name, in Alberta. Three dredges, two tugs and eight scows, which had outlived their usefulness, were disposed of.

Valuable assistance was rendered to the city of New Westminster, B.C., whose water supply was cut off by the disastrous floods in the Lower Fraser Valley, by dredge *Fruhling,* which stood by for some months as a fire-boat. Assistance was rendered as occasion necessitated to vessels in distress.

Special reports to the number of eighty-six were forwarded to the Departments of Marine and Fisheries and of the Naval Service covering works of dredging performed during the season, so that mariners might be kept acquainted by means of alterations of charts and Notices to Mariners with such work as has been accomplished.

In the further interest of efficiency, various departments of the Government which had knowledge of a special nature relating to problems presented to this department, have been consulted to considerable advantage.

Dredging operations were carried on at the following places, where an expenditure of $10,000 or over was made:—

Nova Scotia.—Glace Bay, Liverpool, St-Peter's Narrows, Shenacadie, Sydney and Yarmouth.

New Brunswick.—Bathurst, Campbellton, Miramichi River and St. John (Sand Point).

Prince Edward Island.—Charlottetown and Murray River.

Quebec.—Batiscan, Harricanaw River and Rimouski.

Ontario.—Belleville, Goderich, Kingston, Kingsville, Port Burwell, Port Stanley and Sault Ste-Marie.

Manitoba.—Big George Island, Le Pas and Red River.

British Columbia.—Fraser River, Kootenay Landing, Skeena River and Victoria Harbour. On the Fraser River, extensive dredging was performed at Nicomen, Steveston Jetty and Woodwards Slough.

FERRIES

Until 1918, the Department of Inland Revenue had the control and management of the collection of excise duties, internal taxes, standard weights and measures, and the collection of bridge and ferry tolls and of rents.

By Order in Council of May 18, 1918, the Department of Inland Revenue was amalgamated with that of Customs, and by Order in Council dated June 3, 1918, the administration of the gas, electric light and weights and measures inspection Act; the adulteration of foods, patent medicines, etc., was transferred to the Department of Trade and Commerce, and on the rearrangement and transfer of duties in the public service an Order in Council was issued on June 3, 1918, transferring the administration of the Ferries Act (Chap. 108, R. S. 1906) from the Department of Inland Revenue to the Department of Public Works.

The transfer to this department was made on July 22, 1918, and the statement submitted showed an amount due on that date of $3,061.12, and to the end of the fiscal year 1919, a further sum of $423 accrued, making a total of $3,484.12 due, of which $1,635.50 was paid within the year, leaving a balance of $1,848.62, which amount is still unpaid.

The tolls accrued during the present fiscal year amount to $2,092 from nineteen licenses issued; one ferry paying $1,530, one $130, another $100, while the others grade down from $75 to $1 a year.

A ferry being a local convenience is not intended to be a revenue producer; the issuing of licenses being rather for the purpose of regulating these services and it is the invariable practice of the department to consult the municipalities concerned with regard to the rates to be charged for ferriage.

PUBLIC BUILDINGS

The sum expended on the construction, maintenance and repair of public buildings throughout the Dominion, exclusive of military hospitals and buildings, was $7,401,221.70, which is $1,042,670.50 less than the outlay of last year. Of this amount $2,289,787.92 was expended on the construction and improvement of public buildings, and $5,111,433.78 in repairs and maintenance.

The following buildings were completed during the year:—

Ontario.—Kingston, Educational Block, and Toronto, Postal Station "A."

Alberta.—High River, Air Station.

British Columbia.—Bamfield, Post Office, Customs and Telegraph Office.

The following buildings were still under contract at the close of the fiscal year:—

New Brunswick.—Partridge Island, power-house.

Ontario.—Parliament Buildings at Ottawa

MILITARY BUILDINGS

New Brunswick.—Jordan Sanitorium, heating system overhauled and improved.

Quebec.—At Ste. Anne de Bellevue alterations were made to pavilions and dormitories, incinerator installed and improvements made to plumbing, etc.

Ontario.—Brant Hospital, Burlington, damage by fire made good at No. 8 Cottage, and drainage, refrigerator plant, heating system, etc., improved.

Westminster Hospital, London, grounds were graded and lighted, incinerator installed, heating improved and fire protection extended.

Orthopaedic Hospital, Toronto, the first floor of the limb factory was renewed, electric fans were installed and heating improved.

Manitoba.—Tuxedo Hospital, Winnipeg, the heating system was overhauled.

British Columbia.—Shaughnessy Hospital at Vancouver: Alterations made to the Vocational School for conversion into a Nurses' Home, and heating and electric lighting systems installed.

At Victoria, Works Point, a military office building was reconstructed.

LEASES

The cost of maintaining the public buildings seems to be large, but it should be borne in mind that this is not all expended on Government-owned buildings, since the sum of $1,062,789.76 was paid out during the past fiscal year on rental of buildings or parts of buildings occupied by different departments.

More than one-half of the total amount was paid for accommodation required for the public service in the city of Ottawa, and the following table shows the number of leases in force and the rentals paid in each province:—

	No. of leases in force	Rents paid in fiscal year 1922
Nova Scotia	23	$ 7,796 15
Prince Edward Island	3	473 25
New Brunswick	18	7,411 24
Quebec	66	67,472 79
Ottawa	64	689,726 53
Ontario	95	87,512 55
Manitoba	39	36,707 19
Saskatchewan	44	33,428 20
Alberta	52	80,099 14
British Columbia	52	52,162 72
	456	$1,062,789 76

RECONSTRUCTION OF PARLIAMENT BUILDINGS, OTTAWA

As Parliament was sitting at the beginning of the fiscal year, construction work in the interior of the building was practically stopped. However, work in the stone shops, carpenter shop, modelling and wrought iron workers' shop, was proceeded with.

The following is a detailed report of the progress made during the year:—

Exterior Masonry.—Work of erection of the Main Tower was continued to its present height of approximately 153 feet and was closed down on October 26, and a temporary roof erected thereon. All granite sidewalks around the building and granite steps to all entrances and ramp around the Main Tower have been completed.

Interior Masonry and Marble Work.—The groined ceiling in the Hall of Honour, between the north and south corridors, was completed and all the stone bosses carved. The stone bosses in the Hall of Honour, between the north corridor and in cross passages between the Hall of Honour and the Commons Reading Room and Railway Committee Room have been carved, as well as the stone bosses above the north corridor on the third floor.

All the stonework and marble floors in the Main Entrance Hall were erected and completed, excepting the pointing, and the ceiling above the mezzanine floor plastered. Stonework in the Ante Room, between the Main Entrance Hall at third floor level and the Memorial Chamber in the Main Tower was completed, but designs for the floor of the Ante Room were not received from the architect so that it was not laid.

Stonework, marble steps and floor to entrance from the front door under the Tower to Main Entrance rotunda were set. The main floor was also set and completed with the exception of the carving on the bosses in the ceiling, etc.

Stone wall linings and marble steps to stairs at east end of north corridor from the ground to the third floor were erected and completed, also to stair at the east end of the south corridor from the ground to the fifth floor, and stonework and marble landings to stair at the north end of the cross corridor west of the Senate Chamber, were completed.

The granite shaft to the large Memorial window on the west side of the Hall of Honour near the Library was removed and a Tyndall stone screen added to the lower portion of the window and the column was again set above the screen.

Stone and marble work on the ground floor at the Post Office, etc., under the Main Entrance Hall, was erected and completed. All plastering in the Post Office working space north of the Main Entrance Hall has been completed.

Terra cotta floor arches to rooms on the fourth floor over the Main Entrance Hall and to Main Entrance have been installed and cement finish floors in rooms on the fourth floor have been completed.

Interior Woodwork.—The woodwork in the Senate Chamber was completed by the sub-contractors, and the carved cresting above the panelling on the side walls and carved figures at ends of cresting were executed and work in the Senate Chamber was fully completed and ready for the Session of 1922.

New doors were laid in vestibules in Pavilion rooms on main, third, fourth and fifth floors.

Rooms 258 and 259 on the main floor, off the south corridor, have been converted into a Smoking Room for the Senate. Oak panelling, beamed ceiling, etc., was carried out under contract and work fully completed for the Session of 1922.

Stair Balustrades and Handrails.—The balustrade to stairs at east end of both north and south corridors and stair No. 3, south corridor east part, as well as stair at west end of north corridor, have been erected. The balustrade to stair at north end of cross corridor, west of the Senate Chamber, was also erected. This completes the installation of all the balustrades throughout the building.

Bronze and Ironwork.—The bronze revolving doors to Commons and Senate Entrances, also revolving doors at Post Office, have been erected.

Exterior doors.—Teak wood doors for Main Entrance under Tower have been installed.

Floor Covering.—All rubber and linoleum floor covering throughout the building has been laid.

Decorating.—Decorations in the Commons Smoking Room, Opposition Caucus Room on the fourth floor, and Government Caucus Room on the main floor, have been completed.

General.—Labour conditions during the past year have been very good. There was a plentiful supply of all classes of labour. The rates paid have been as authorized by the department; a new schedule being received in June last showing a decrease of 10 cents per hour for the majority of labour.

The average daily force employed by the general contractors and the sub-contractors during the year has been 344.

During the year, six meetings of the Advisory Board and three meetings of the Joint Parliamentary Committee were held.

The general contractors, with the approval of the Board and the committee, have entered into the following sub-contracts during the fiscal year 1921-22:—

On May 3, 1921, authority was given to enter into a contract with the Wallace Sandstone Quarries, Limited, Montreal, Que., for Tyndall limestone, at $9,600;

On April 14, 1921, authority was given to enter into a contract with Messrs. Campbell and Williams, of Bell's Corners, Ont., for Nepean sandstone, at $2,450;

On July 14, 1921, authority was given to enter into a contract with the Wallace Sandstone Quarries, Limited, Montreal, Que., for Wallace sandstone for the tower, at $2,400;

On July 14, 1921, authority was given to enter into a contract with the Robert Mitchell Company, Limited, Montreal, Que., for bronze revolving doors for post office entrance, at $3,400;

On August 25, 1921, authority was given to enter into a contract with the Bromsgrove Guild (Canada) Limited, Montreal, Que., for interior woodwork for the Senate Smoking Room, at $6,300;

On August 2, 1921, authority was given to enter into a contract with Messrs. Campbell & Williams, of Bell's Corners, Ont., for Nepean sandstone for the tower, at $5,945;

On October 5, 1921, authority was given to enter into a contract with the Wallace Sandstone Quarries, Limited, Montreal, Que., for Tyndall limestone for interior and tower stairs, at $9,600.

In addition to the above, the following orders have been placed through the Architects' Office, with the consent of the committee:—

On December 5, 1921, an order was placed with the Architectural Bronze and Iron Works for bronze vestibule doors for main entrance, at $4,120.

FURNITURE

Chairs—	
Owen Sound Chair Company, Owen Sound, Ont.	$20,674 00
R. A. Sproule & Son, Ottawa.	17,301 50
Desks and Tables—	
Interior Hardwood Co., Kitchener, Ont.	5,740 00
R. A. Sproule & Son, Ottawa.	5,978 00
Jas. Ogilvy's, Limited, Montreal, Que.	480 00
Preston Furniture Co., Preston, Ont.	530 70
Special Tables in Reading Rooms, Lobbies, etc.—	
Jas. Ogilvy's, Limited, Montreal, Que.	1,435 90
Bromsgrove Guild (Canada), Limited, Montreal, Que. . .	1,900 00
R. A. Sproule & Son, Ottawa.	450 00
Bookcases, Newspaper Racks, Dining Room Furniture—	
Jas. Ogilvy's, Limited, Montreal, Que.	881 40
Bromsgrove Guild (Canada), Limited, Montreal, Que. . .	6,805 00
Interior Harwood Co., Kitchener, Ont.	6,572 00
" " " (screen).	275 00
Private Dining Room Furniture—	
Henry Morgan & Co., Montreal, Que.	1,005 00
Jas. Ogilvy's, Limited, Montreal, Que.	960 15
Castle & Sons, Reg'd., Montreal, Que.	375 00
Baetz Bros. & Co., Kitchener, Ont.	540 00
Preston Furniture Company, Preston, Ont.	937 40
Upholstered Furniture—	
Castle & Sons, Reg'd., Montreal, Que.	16,934 00
F. E. Coombe & Co., Kincardine, Ont.	3,120 00
Bromsgrove Guild (Canada), Limited, Montreal, Que. . .	340 00
H. Krug & Company, Kitchener, Ont.	850 00
Complete Suites for Special Rooms—	
Castle & Sons, Reg'd., Montreal, Que.	18,157 00
Bromsgrove Guild (Canada), Limited, Montreal, Que. .	3,970 63
Henry Morgan & Co., Limited, Montreal, Que.	497 50
H. Krug & Co., Kitchener, Ont.	15,900 00
Curtains—	
Curtains were orderd to the extent of.	4,503 30
From various firms for the more important rooms in the building.	

The following orders were placed through the Purchasing Commission of Canada:—

Desks, Tables and Hat Trees—	
Office Specialty Manufacturing Co., Ltd., Ottawa.	$58,650 00
Revolving and Tilting Arm Chairs—	
Knechtel Furniture Co., Ltd., Hanover, Ont.	28,800 00

TELEGRAPHS

At the close of the present fiscal year, the pole mileage was 11,388½, the wire mileage 14,038¼, and cable 360¾, with 1,298 offices.

The messages sent during the year aggregated 548,181, as compared with 636,471 for the preceding year, a decrease of 88,290 messages.

The expenditure on construction, repairs and maintenance was $1,024,116.11, as against $1,083,242.05 in the previous year, a decrease of $59,125.94.

The revenue shows a decrease of $40,339.09 under that of 1920-21, the major portion of which occurred in connection with the Ashcroft-Dawson line, and the Alberta lines, which went behind $25,022.58 and $11,230.79 respectively. The population of the Yukon is decreasing and a falling-off of business for that reason must be expected; while in Alberta, the lines of the commercial companies have encroached on the territory formerly served by the Government lines, decreasing their usefulness to such an extent that lengthy stretches will soon be entirely abandoned.

NATIONAL GALLERY

Last year's report contained a short review of the progress made since the Gallery was founded in 1880, but this year has been the most important in its history. The new premises, as described in the report for 1921, were opened to the public on September 12, 1921, and during the six months to the end of the fiscal year the records show that there were 75,000 visitors to the Gallery.

In the month of October, immediately after the opening, the Sunday afternoon attendance was 18,753, but this figure dropped to about 8,000 in May following. The total of 40,573 Sunday visitors represents about forty per cent of the 106,693, which is the calendar year's record from the date of opening.

Very few art centres, in proportion to population, can equal this attendance which is a gratifying indication of the interest taken in art by the citizens of Ottawa.

Four special exhibitions were held in the Gallery between December 20, 1921, and March 31, 1922.

The policy established a few years ago of making loans for exhibition was continued, and eighteen Canadian cities and towns were so favoured.

They were: Halifax, N.S.; Montreal, P.Q.; Ottawa, Toronto, Hamilton, Welland, Tillsonburg, London, Sarnia, Collingwood, Port Arthur and Fort William, Ont.; Winnipeg, Man.; Regina and Moose Jaw, Sask.; Medicine Hat, Alta., and New Westminster and Vancouver, B.C.

During the fiscal year, twenty-two oil paintings, three water colours and pastels, and one piece of sculpture were purchased; two paintings and one bronze acquired by gift, and three oil paintings, one water colour and a statuette from diploma works, in addition to one hundred and forty-four original prints and fourteen hundred and thirty-nine reproductions that were added to the collection. A detailed description of the numerous acquisitions will be found in the report of the Trustees of the National Gallery, which is included in the latter part of this volume.

Appended to this report will be found detailed statements from the different branches, giving full particulars of the various works carried out by the department during the year.

I have the honour to be, sir,
Your obedient servant,

J. B. HUNTER,
Deputy Minister.

PUBLIC BUILDINGS

By R. C. WRIGHT, Chief Architect

NOVA SCOTIA

ANNAPOLIS ROYAL

Public Building.—The interior fitting for the post office and the Customs offices, including brass grilles, were installed.

The construction work referred to in the previous year's report has been fully completed.

AMHERST

Drill Hall.—A contract was awarded November 24, 1921, for the grading, paving, gutters, drains, etc., at the drill hall to Messrs. N. & M. Deskallino. The work consists of waterproofing the outside walls around the basements, placing of weeping tile drains below the foundations, building of three catch-basins and a new 12-inch drain at the rear of the building connecting with the city sewer.

The grounds around the building were graded and a reinforced driveway, with concrete gutters and sidewalks built, and the grounds seeded to complete the outside work.

HALIFAX

Rockhead Hospital.—The old tracoma detention hospital with the new addition built for the military has been put in thorough repair regarding plumbing, heating and lighting, and equipped with beds and fitted as an Emergency Hospital for immigration purposes.

LAWLOR'S ISLAND

Quarantine Building.—A contract was awarded to The Trask Artesian Company, Ltd., January 5, 1922, for sinking an artesian well and the necessary work required in connection with the supply of fresh water.

Boiler House.—Supply and installation of steam boilers, feed pump and heating system to bath house and disinfecting building.

Additions to Bath House and Disinfecting Building.—A new wing was built to the disinfecting building size 16 by 60 feet, frame walls, 2 by 6-inch studs, sheeted inside and outside with matched sheeting, papered and shingled; tar and gravel roof.

The disinfector was built inside this building, the construction of the walls and rafters 2 by 4 material. Inside was sheeted with matched lumber and then covered with galvanized iron, outside covered with V-joint, all walls filled with sawdust. All floors in the disinfecting building and disinfector are of concrete.

A new covered-way, 10 feet by 70, was built to this building, supported on 6 by 6 posts and plates 2 by 6, rafters covered with matched lumber and shingled. Concrete floor.

A new bath house, 18 feet by 64, was constructed, foundation laid on piles. Concrete floor in bath-house, 2 by 4 walls, 2 by 6 rafters. Exterior walls covered with matched lumber and shingles. Interior walls felt paper and V-joint sheeting. In this

bath-house and the old part is erected twenty-four steel shower baths, four water closets, and one wash basin. Hot and cold water pipes are laid in these buildings. Two copper ventilators were put into the bath-house and finished with cowl top above roof. All buildings are steam heated and painted inside and outside.

First-class Detention.—Originally this building was used for first-class detention and has been divided into two residences for the staff of the Quarantine Station. Each dwelling contains three bedrooms, bath-room, dining-room and kitchen. All old partitions were taken out and new V-joint partition built to conform to the plans. The joist in parts was found to be rotten and replaced by new material.

A new steam heating boiler was installed and the building heated with steam throughout, and supplied with hot and cold water from a jacket heater, newly wired for electric lighting, and the interior woodwork (including floors) and the exterior received three coats of paint.

The drainage system empties into septic tank and the liquid passes into the water.

Materials were purchased and all work (except plumbing and heating) was done by day labour.

Third-class Detention.—Two new bath-rooms were equipped with four lavatories and two washtubs. Kitchen was supplied with large enamel sink. The bath-rooms and kitchen are fully equipped with hot and cold water from a jacket heater.

The foundation of the latrines of this building were found to be in a bad state of repair. These were replaced with new concrete walls. The exterior of the latrines received three coats of paint.

The drainage is wasted in the ravine.

Auxiliary Detention (formerly German Hospital).—The plans called for the removal of all old partitions in this building and new V-joint partitions built to suit the requirements.

In the main part are two dormitories for sixteen beds. Attached to each dormitory are fully equipped toilet and wash-rooms. Each toilet is equipped with two lavatories, two water closets and two washtubs. There are dining and recreation rooms and large kitchen.

The plumbing fixtures are equipped with hot and cold water from jacket heater. This building was wired for electric lighting. On each end, two new storm vestibules were built. A fully equipped system of drains is attached to this building.

Smallpox Unit.—There are three buildings in this unit; two are used as hospitals with capacity for eight beds. The centre building is for the staff of the hospital.

All old partitions were removed and new sheeted partitions built to conform to the plans.

From each hospital building to the Administration building covered ways are built, bath-rooms are provided in each unit. Each bath-room is equipped with one bath tub, two basins and one water closet. On the administration building two bay windows were built and new front door and vestibule were put in. This whole unit was wired for electric lighting and equipped with hot and cold water from jacket heater. A system of septic tanks takes care of the drainage.

LIVERPOOL

Public Building.—A new brick addition 29 by 13 feet, consisting of ground floor and basement, was added to the working space of the post office, with mail entrance, concrete platform and steps. Storage for coal under.

The basement floor is of concrete, walls of brick, external face of pressed brick, cut stone copings, window sills and heads.

Materials were furnished and work done by day labour.

TRURO

Site for Proposed Public Building.—In the house, on the property purchased for a site of a proposed public building a new hot air furnace, with pipes and registers and a smoke-pipe were installed complete.

YARMOUTH

Public Building.—A contract was awarded January 7, 1921, for the supply and installation of post office fittings.

Two light standards and wiring for meter on standards, also electric lights on fittings.

The construction work referred to in the previous year's report has been fully completed.

The land and building purchased in 1911, known as the Bingay Block, which comprised a three-story brick building immediately adjoining the public building with the land which consists of lot 22 and southerly 6 feet of lot 23, having a total frontage of 30 feet on the east side of Main street by a depth of 140 feet 4 inches, with a right of way over the easterly 20 feet, was sold on March 28, 1922, to Benjamin Franklin Trask, druggist, Yarmouth, N.S., for and in consideration of the payment of $7,700.

PRINCE EDWARD ISLAND

Repairs, alterations and improvements were made to the public buildings at Charlottetown, Georgetown, Montague, Summerside and Tignish.

NEW BRUNSWICK

ST. JOHN

New Post Office.—Along the rear of the lot on Canterbury street a concrete sidewalk was laid the entire length of the lot and a fencing of concrete posts and iron pipe railings enclosing the lot was constructed. A concrete walk was also run from the sidewalk on the street to the rear entrance to the post office.

PARTRIDGE ISLAND

Quarantine Station.—A contract was awarded September 21, 1921, to Messrs. Kane & Parker, for the erection of a power disinfecting and bath-house.

The work consisted of a two-story brick and terra cotta building, 78 by 94 feet.

On the first floor are situated a large retort chamber holding two retorts for disinfecting purposes, a boiler-room with oil burning boiler and pump; an engine-room with 37½ horse power oil-engine and generator for providing electric power to the island; foundation for a future duplicate engine; bath-rooms, waiting lobbies, etc. The second floor is divided into waiting rooms, bunk rooms, fan room and offices.

The first floor is of reinforced concrete where supported on concrete columns, the remainder is of concrete on rock fill. Partitions on first floor are of brick; the second floor is of wood construction with stud partitions, and the roof over all is of tar and gravel.

The building is heated by steam radiators and wired for electricity.

A large steel storage tank 16 feet in diameter by 10 feet high is erected alongside the building for storing oil to supply boiler.

This work is well advanced towards completion and will be ready for the coming season.

A contract was awarded October 18, 1921, to Messrs. W. A. Munro & Sons for extensive repairs, alterations and additions to the various buildings.

The new work consisted of a large new verandah balcony and conservatory for the medical officer's house, the conservatory being provided with steam radiators.

Four new standpipes with hose attached were provided for first-class detention building as fire protection.

A new coal house was built in the rear of the second-class detention building: new benches and tables were also provided for this building.

A storage tank for water was erected in the third-class detention building and connected to the various fittings.

Excavation under basement at third-class detention building was made and exterior addition to provide additional coal storage.

Addition to the north side of the third-class detention building commenced last year as reported was completed this year.

A porch and coal shed were erected on the south side of the quarantine auxiliary building and the old structure removed.

The other work in this contract consisted of repairs and repainting where required.

QUEBEC

GRANBY

Public Building.—Work described in the last year's report has been fully completed.

Supply and installation of new post office fittings, including brass box and drawer fronts, brass grilles and brass nameplates.

GROSSE ISLE

Quarantine Station.—The various works were performed by day labour, with the exception of the following items for which tenders were accepted:—

Repairs to roof of power-house and dynamo building.

Removal of a bath-room at the Anglican chaplain's parsonage.

Providing 213 double windows for first and second-class passengers detention buildings.

Plumbing, galvanized iron, ventilators, etc.

Installation of hot-water heating in residence of assistant superintendent.

QUEBEC

Arrival of Lord Byng.—Special works have been carried out at the King's wharf, on the occasion of the arrival of Lord Byng, August 11, 1921.

Contracts were awarded for the construction of an arch and a walk, setting up decorations, renting of flowers, plants, etc., at the King's wharf, also for decorating the general post office.

Generally.—Extensive repairs were made to the public buildings at Coaticook, Farnham, Iberville, Magog, Sherbrooke, Rivière du Loup, Ste. Thérèse and Trois Rivières.

ONTARIO

ALEXANDRIA

Public Building.—For the public's safety taking down portions of standing brick walls on Main and St. Catherine streets that were considered dangerous and erecting a board fence. Work was done by day labour.

KINGSTON

Royal Military College

Educational Block.—After being completed, a contract was awarded to McKelvey & Birch, Limited, on April 22, 1921, for the installation of laboratory and interior fittings.

Riding School.—A contract was awarded to T. S. Scott, September 13, 1921, for grading, paving roads, etc., in connection with the riding school.

KITCHENER

Public Building.—The alterations made in offices consisted of changes to post office fittings and enlargement and rearrangement of the Customs long-room and Inland Revenue Department.

A parcel of land from the rear boundary was dedicated to form a public lane behind the business premises of the Main street.

OTTAWA

The Union station was decorated on the occasion of the departure of the Duke of Devonshire, Governor General, from Canada.

On the arrival of Lord Byng of Vimy in Ottawa, a suitable platform was erected on Parliament Hill, grounds and the lawns were decorated. The anniversary of Armistice day was commemorated by the erection of a Pylon so constructed to be available for use in other years.

Grounds.—A new service drain was installed to the West Block departmental building.

Wellington Street Pavement.—A contract was awarded for relaying of pavement on Wellington street from Bank street westerly to the Old Perley Home on October 19, 1921, to Messrs, O'Leary, Ltd., Ottawa.

The centre of the street comprising the section occupied by the tramway rails only had to be re-paved.

The old concrete was all removed, ties and rails lifted and excavation made to allow a 6-inch bed of concrete under the ties of the street car tracks.

The track was relaid, as the work proceeded, by the Ottawa Electric Railway.

This section was surfaced with creosoted wood blocks and the new work brought level with the rest of the street pavement.

Connaught Place

Pavement.—The work consisted in laying a new pavement in front of the "Union Station."

A section of the pavement, about 50 feet wide and passing under the tramway tracks to a point near the east end of the island in the plaza caved in.

A section over the heating tunnel connecting the station and the Château Laurier was relaid on a reinforced concrete base.

To facilitate vehicular traffic around the city post office the projecting corners of the concrete sidewalks at the northeast and southeast corners were cut off.

New underground electrical connections were installed in the East Block, Langevin Block and city post office.

East Block.—A macerating plant was installed for Finance Department for the destruction of old bonds, bills, etc., and comprise a beater tank, with necessary motor, shafting and pulleys, pumps and water connections together with transmission machinery and loading platform.

Daly Building.—This building known as the Rea or Daly building and site situated on the northwest corner of Sussex and Rideau streets was purchased on September 19, 1921. The approximate dimensions of the property are 155 feet 9 inches on Rideau street by a depth of 189 feet 6 inches on Sussex street, more or less. The building is six storys in height above the level of Mackenzie avenue.

The three street fronts are constructed of cut-stone with large glass windows.

The three upper storys are lighted by a court, and the second floor is roofed and provided with a long skylight to ventilate and light the central portion of that floor.

In the basement against Mackenzie avenue is a large boiler-house supplied with three tubular steam boilers, one jacket heater provides hot water for all basins in the building, and a jacket heater in the boiler-room is connected with the tank of the automatic sprinkler system.

On the roof, a large storage tank provides protection from fire to automatic sprinkler system throughout the building.

Men's and women's toilet accommodation is provided on each floor above the second floor.

There are six passenger and two freight elevators in the building.

Fireproof vaults, carried on the floors, are provided from the second floor upwards.

The entrances to the building are from Mackenzie avenue and the corner of Rideau and Sussex streets, with a freight elevator entrance on Sussex street.

The elevator service is in the vestibules adjacent to these entrances.

A grand staircase on the north side of the building extends from the second floor to the basement, and an office entrance and stairway from Mackenzie avenue to the top floor in rear of the passenger elevators.

From the second floor upwards, the floor space is divided into offices, either lighted from the central court or from the outside walls of the building.

Drill Hall, Cartier Square.—A contract was awarded to Messrs. McFarlane & Douglas, Limited, on October 20, 1921, for the roofing of the drill hall.

The old metallic roofing was removed and replaced with Toncan metal roofing, and the main part of drill hall was given two coats of paint.

Central Experimental Farm

Horticultural Branch.—A wooden structure was erected 21 feet in length, 12 feet in width and 8 feet in height.

Agricultural Branch.—An implement shed was erected of wooden construction measuring 185 feet in length, 22 feet in width and 12 feet in height.

A summer kitchen was added to the cottage at the duck plant comprising one room 12 feet by 8 feet.

Farm Superintendent's House.—Extensions and alterations were made to the residence of the Farm Superintendent. This building is wooden in construction measuring 54 feet long and 24 feet deep, is set on stone and concrete foundation, walls of clapboard and shingle roof.

Director's Residence.—Alterations and additions were made to the heating and plumbing of the Director's residence, new headers to boiler and also new mains and other changes to radiation.

A drain 100 feet long was opened and three-quarter-inch pipe laid therein and connection made with main.

22 Victoria Street

Building for Census Branch.—This addition is of frame construction 101 by 36 feet and wing 18 by 26 feet, two storys in height. The ground floor is used for a

filing room and second floor used for office purposes. The walls are built with 2 by 4 studding and sheeted with matched lumber outside and covered with two-ply ready-roofing. The roof is constructed of 2 by 6-inch rafters and matched lumber and covered with three-ply readyroofing. The inside is finished with Beaver board and battens, all wood stained. The 2 by 10 joists are well bridged and covered with narrow spruce flooring, both floors are of the same construction; the joists on the centre being carried on 8 by 10 posts and beam.

The new building is steam heated and wired for electric lighting.

Victoria Garage.—The Victoria garage at the junction of Duke and Queen streets used for the storage of automobiles from all departments has been sold to the city of Ottawa.

TORONTO

General Post Office, 36 Adelaide Street.—The rear portion, fronting on Lombard street, formerly used by the post office, has been turned into a postal garage. New lath and plaster partitions have been put in to isolate the post office, with large doors for mail entrances. The sleepers and wooden floor have been replaced with concrete floor and a wash rack arranged. The opening to Warden King Building and post office annex has been bricked up and two large openings, with sliding doors, placed in walls on Lombard street.

A small stairway has been arranged, with pipe rail guards to basement.

44-48 Adelaide Street East.—The occupation by the Immigration Department caused the removal of all plaster partitions, counters, and cupboards; the laying of new floors, placing new glass screens and counters, replastering the walls and ceilings and decorating same. The heating and wiring were rearranged. The roof was recovered with ready-roofing and all gutters and down pipes were renewed and outside brick walls and woodwork was repainted.

On the second floor, a detention room was formed with new plaster partitions, heavy door protected with iron and iron grilles placed in windows. The front rooms on second floor were fitted up for the Live Stock Branch, Department of Agriculture.

Postal Station "A" (Terminal).—Work on this building is completed, furniture and fittings installed and the building was occupied by the staff in October, 1921.

Generally.—Repairs, improvements and alterations were made on buildings at Arnprior, Aylmer, Barrie, Bowmanville, Brampton, Brantford, Chatham, Fort William, Hamilton, Hawkesbury, Leamington Lindsay Listowel, London, Peterborough, Port Arthur, Sarnia, St. Catharines, St. Marys, Walkerton, Walkerville, Waterloo and Windsor, but no detailed description is given in the body of the report unless changes have been made in the structure.

MANITOBA

SOURIS

Public Building.—The space between street sidewalk and front of building was relaid with cement paving.

VICTORIA BEACH

Air Station.—Upon an existing substructure, consisting of concrete piers and wooden sills, a wooden platform approximately 120 feet square was built for the aeroplane station.

SASKATCHEWAN

MOOSE JAW

Customs Examining Warehouse.—There was on the site of the Customs examining warehouse a one-story frame building.

An advertisement was published offering to sell this building to be removed off the site, and a tender was accepted for the purchase.

This building was of no further use to the department.

SASKATOON

Public Building.—A contract was entered into October 20, 1921, for supplying and installing two magazine self-feeding hot-water heating boilers to replace existing defective boilers of the round vertical type, and installing radiators for new toilet rooms on second floor.

ALBERTA

CALGARY

Customs Examining Warehouse.—The King's warehouse, on the top or fourth floor, was utilized for an extension of the Taxation Branch, Income Tax Office. New partitions were provided as required, plastered, and made suitable for office use. A stationery room was built and fitted with shelves, etc., and minor repairs were made.

EDMONTON

Public Building.—The plan of the top floor was altered and the space fitted up for the Live Stock Branch, Department of Agriculture.

One large room was divided into two offices, Nos. 310 and 311.

HIGH RIVER

Air Station.—The work was undertaken to supply the air station buildings and property with a drilled well and the provision of a pump driven by a gasoline engine and the water stored in a steel pressure tank in the basement.

The water supply is for the heating boiler of office building, engines of aeroplanes, motors and for drinking water.

LETHBRIDGE

Public Building.—A collapsible gate was erected to divide off the elevator hall from the public space of the post office, so that people, after post office hours, using the elevator or main stair cannot enter the post office public lobby.

RED DEER

Public Building.—The work on the main contract referred to in last year's report has been fully completed.

A contract was entered into November 8, 1921, with Messrs. Baird and Stevenson, Limited, for the fitting up of the post office. The metal fittings for the screen and the locker doors, brass box and drawer fronts, brass grilles, brass plates and wire panelling over public lobby screen were supplied additional to fittings' contract. The screen was constructed of fir.

BRITISH COLUMBIA

BAMFIELD

A contract was entered into with George Calder, dated August 31, 1921, for the erection and completion of a semi-detached building for the accommodation of the customs, post office and telegraph service. This building was completed during the fiscal year and includes the following:—

Post office and telegraph office, with a lineman's room, storage and battery room in the basement. Customs office and examining warehouse. Living quarters are provided in the rear portion consisting of living room, with pressed brick fireplace, and a kitchen supplied with cupboards, sink, rear and cellar entrances.

On the second floor, three bedrooms are supplied and to each a large clothes closet, with a communicating hall from the stairs to each room, a large linen closet with shelving, and a bathroom.

Throughout, the building is furnished with electric lights and is heated with a hot-air furnace.

The exterior is supported on a concrete foundation with concrete dividing walls, running beams and wooden posts, frame walls, shed partitions and roof and ceiling rafters.

The roof and gables are shingled, and the basement and first floor are inclosed with clapboard siding.

The corners and the windows are finished with approved trim, and the gables with barge boards supported on brackets.

Each house is provided with a separate cellar and a grade entrance independent of the offices in front.

The size of the building is 58 feet 2 inches by 35 feet 8 inches, exclusive of entrance steps.

ESQUIMALT

Work Point Barracks.—A contract was entered into between the department and Messrs. Knott and Jones, Victoria, B.C., dated June 20, 1921, for the reconstruction of the headquarters office at Work Point barracks.

The additional constructional, heating and electrical work in connection with the above was done.

NANAIMO

Public Building.—Main sewer extended to low-water mark, cemented over to prevent damage by floating timbers, etc.

Alterations and additions made to public lobby screen to give additional working space.

VANCOUVER

Public Building.—A contract was entered into with Dixon & Murray on August 10, 1921, to erect a glass and panelled partition across the east end of hallway on the third floor of the public building to form an office for the postal inspector's staff. The partition was made of oak; it was stained and varnished and was fitted with suitable door and lock.

FAIRMONT

Royal Canadian Mounted Police Barracks.—The three contracts referred to in last year's annual report have been fully completed.

The water sewerage system and fire protection, including electric-driven rotary firepump and electric motor was installed for the barracks.

Three hundred and eighty-six feet of six-inch steel water mains were laid from end of municipal water main to point of entry to the property.

A four-inch galvanized iron water fire service main installed from the city water main on street to one foot inside building.

Steam connections made between high-pressure boiler and low-pressure steam header with reducing valve, low pressure steam valve and gauge and all necessary connections.

WILLIAM HEAD

Quarantine Station.—Septic tank was constructed for sewage at second-class building, taking up sufficient length of old sewer to make proper connection, relaying same and carrying outlet to foot of bank.

Electric light engine crank, shaft, and engine repaired.

Walls and ceilings of sulphur shed for fumigating apparatus lined with asbestos.

A contract was entered into between the department and Mr. W. W. Fraser, Vancouver, B.C., dated September 17, 1921, to supply and install an oil engine and dynamo. This work was completed within the fiscal year.

Generally.—Extensive repairs were made to buildings at Cumberland, Greenwood, Ladysmith, Nanaimo, North Vancouver, Prince Rupert and Rossland.

ARCTIC REGIONS

ELLESMERE ISLAND

In the construction of buildings for the R.C.M.P., Arctic regions, three groups of buildings for three posts consisting of: Three living huts, three latrines, three storehouses, three blubber houses. In addition to these enumerated one living hut and one latrine was supplied for the use of the medical doctor at the main centre. These buildings were supplied in a knocked-down form.

The one-story general storehouse, 32 by 16 by 8 feet 6 inches high, frame construction, clapboards, boarding, building paper and 2 by 4 studs and rafters, 2 by 8 joists, 24-inch centres, on 6 by 6 sill, shiplap roof boarding and ready roofing. One entrance door and four windows.

The one-story blubber house, 12 by 14 by 8 feet 6 inches high ceiling, one door, one window, with two internal tanks 4 by 6 by 3 feet high, similar construction to storehouse.

The latrines, 4 by 5 feet 6 inches, an average height of 7 feet with one slope roof rearward from the glass door in front and of similar class of work to storehouse.

Living Huts.—The main hut consisted of a one-story frame structure, 40 feet by 16 feet, with a porch 11½ by 6 feet, comprising living room, kitchen, pantry, porch and a large bedroom with a capacity for three sleeping cots.

The outside, 2 by 4 wall studding 8 feet-6 inches high was covered with one thickness of building paper, inch rough boarding and three-quarter-inch thick clapboards finished at corners and with base. Inside covering, one thickness building paper, seven-eighths-inch shiplap sheathing and covered with painted burlap. On the ceiling rafters a layer of felt paper was laid and a thickness of inch rough boards. The ceiling was of three-quarter-inch shiplap sheathing covered with painted burlap made into panels by three-eighths-inch and 1½-inch wood strips. The roof rafters covered with seven-eighths-inch shiplap and one thickness ready roofing.

The ground floor constructed of 6 by 6 cedar sills, consists of 2-inch by 8-inch joists, 20-inch centres covered with inch rough flooring, a layer of building paper, 2-inch by 2-inch blocking and on same seven-eighths-inch tongued and grooved dressed flooring.

The rooms were finished with a plain base, window and door trim.

Two metal smoke flues or chimneys, were provided above ceiling and roof.

Screen windows and doors, storm sash and storm doors were provided for all openings.

MILITARY HOSPITALS

New Brunswick

RIVERGLADE

Jordan Sanitorium.—This sanitorium is being used for men who were gassed during the late war and are suffering from a form of tuberculosis.

There are some twelve buildings in connection with this sanitorium. Previous to the late war, the Provincial Government used some of these buildings for tuberculosis patients, the heating systems in which had become obsolete, and the pipes in conduits for conveying the steam and hot water to the several buildings have suffered severely in many of these buildings.

New concrete tunnels were built between the power-house and main line tunnel; between power-house and military ward, also steam pipes renewed between administration building and the three provincial cottages. Concrete cover was provided for the main line tunnel. The tunnel at side of power-house was reconstructed for the purpose of giving expansion to the steam pipes, and a new cover provided.

A system installed whereby the exhaust steam from the electric light engine could be used for heating the largest portion of these buildings.

Quebec

STE. ANNE DE BELLEVUE

Military Hospital.—A contract was awarded to Messrs. Quinlan, Robertson, Janin, Limited, on September 9, 1921, for alterations to the military hospital.

The above consist of new verandah to nurses' dormitories; corridor between pavilions, D.F.E.; new plumbing and heating; electrical work; skylight monitor; new incinerator and alterations to pavilions and nurses' dormitories, etc.

Ontario

BURLINGTON

Brant Hospital.—The changes carried out were as follows:—

No. 8 cottage was damaged by fire. The walls, ceilings, floor and roof had to be repaired and the furnace pipes replaced, and the whole interior redecorated.

The drains in the hospital building were altered and connected to the larger drain.

The old ice-boxes were removed to make room for the Linde Canadian Company's refrigeration plant removed from Toronto, Davisville hospital, and was placed in basement with the ice-boxes on first floor adjoining the kitchen.

A new steam main to refrigerator was installed, together with return having reducing valve and equalizer connected to hot-water tanks.

No. 1 heating boiler which was defective was removed and a new one of larger capacity installed and connected up to mains. The location of feed-pumps was altered and new lubricator put on, and other repairs were made.

LONDON

Westminster Military Hospital

The work referred to in the annual report of last year has all been completed.

Grading Grounds.—A contract for grading and fixing up grounds was awarded to the Webster Construction Company on August 9, 1921.

The work consists of extensive grading of the land around buildings, including the care of surface drainage; ploughing and harrowing of twenty acres of recreation grounds, and provide cement sidewalks to the married quarters and concrete addition to heating tunnel.

Ground Lighting.—Additional ground lighting to married quarters has been completed; also electric service to medical officers' residences installed.

A contract was awarded for alterations to steam apparatus to W. G. Edge Limited on June 13, 1921.

Alterations were made to the main panel board in power-house to connect same to generator set (installed by the Department of Soldiers' Civil Re-establishment) the intention being to produce sufficient electric power with surplus steam and to only use the hydro system in emergency.

An incinerator has been constructed for the disposal of all objectionable refuse.

Wiring and outlets for fans have been installed in all wards in main building, also two large exhaust fans have been installed in main kitchen.

Machine Shop.—A fire caused damage that necessitated the making of repairs to ceiling joists, beams, flooring, new window frames and sash, painting, electric wiring, brickwork repaired, new sheating on ceiling and rafters repaired.

Heating and Fire Protection.—A five-inch medium pressure line from power-house to supply main building; a hot-water tank, steam heated, installed in laundry; extra radiation installed in acute wards, northwest section of buildings, and all necessary pipe covering completed. Nine fire hydrants installed for fire protection.

TORONTO

Dominion Orthopædic Hospital.—A system of galvanized pipes and electric fans was arranged in the limb factory to remove sawdust and shavings from machines and deposit in fireproof room.

The first floor of this factory had become unsafe; ground was levelled up, concrete piers placed under columns and a new concrete floor laid, reinforced over pipe trenches and then covered with wood floor, nailed to strips laid in concrete. All machinery, shelving and racks replaced.

In the isolation Hospital for infectious cases, alterations were made, which consisted of new lath and plaster partition and general repairs.

MANITOBA

WINNIPEG

Tuxedo Military Hospital.—On October 24, 1921, a contract was entered into with Cotter Bros., Limited, for alterations and additions to the "Old Power House," to the high-pressure power plant and other work at the power-house, including alterations to vacuum lines and installing new traps to heating system in the Roblin Hall; removal of condensation pumps from old to new power-house, alterations to steam, return and vacuum lines, etc., provision of an electric driven hoist, and an induced draft fan to battery of four boilers in old power-house, repairs to steam mains in old tunnels, new steam line to fire-pump, blow-off tank and new brass internal feed pipes to the four boilers in old power-house, and the work has been completed.

SASKATCHEWAN

MOOSE JAW

Military Hospital Buildings.—Tenders were invited by advertisement for the sale of the vocational and recreation building and the hospital annex in connection with the Military Hospital situated on Ross Park school grounds.

The school board made an offer and the former building was retained by the board while the hospital annex was sold to be removed from the grounds.

BRITISH COLUMBIA

VANCOUVER

Shaughnessy Hospital.—A contract was entered into with Messrs. E. J. Ryan Contracting Company Limited, Vancouver, B.C., on October 11, 1921, for alterations and additions to building known as the vocational school, for conversion into a nurses' home.

Alterations were made to the rooms on the ground floor for administration offices. The toilet-room was enlarged and additional basin placed in same; the first floor was remodelled to form sleeping accommodation for nurses. By subdividing the present rooms with six partitions eleven bedrooms, each large enough for two beds, were formed, each having a large clothes closet and a hot-air register. A linen room was made off the main corridor and two bath-rooms and one wash-basin in toilet room were installed.

Under the rear central portion of basement, a furnace room was excavated; a retaining wall of concrete was built on the four sides and a concrete floor laid. Outside concrete steps from yard were constructed and protected by a pipe guard railing.

A furnace of 60,000 cubic feet capacity to supply heat to both floors and to all the rooms was installed with all necessary pipes, ducts, registers, etc., complete and a domestic hot water heater was supplied.

An electric lighting system was installed with all necessary wiring, switches, drop lights and fixtures.

HARBOUR WORKS

By ARTHUR ST. LAURENT, Chief Engineer

NOVA SCOTIA

BAILEY'S BROOK

During the fiscal year 1921-22, an extension was built to the eastern pier, 100 feet long, 20 feet wide, and an average height of 9 feet. This work is constructed of solid native timber cribwork, close-sheathed on both sides and across the end. Work was carried out under contract with Messrs. Denton and Condon for the sum of $3,890.

Work was commenced August 19 and completed September 20, 1921.

Repairs

Repairs consisted of building 20 feet of stone-filled cribwork between the inner end of the old shear dam and the bank, and replacing some ballast and covering in the inner part of the old pier.

Work commenced November 18, and was completed December 20, 1921.

BASS RIVER

Bass River, Colchester county, is situated on the north side of Cobequid bay, the eastern arm of the Bay of Fundy.

The work consists of a new wharf, which is situated on the western side of Bass river, about one mile from the centre of the town. The leading dimensions of this wharf are as follows:—

The north side is 96 feet long, 16 wide and 14 high. The south side 117 feet long, 16 wide and 16 high, having a face length of 100 feet, 20 wide and 26 high. A central portion bounded by these cribs and the mainland is gravel filled to a level with the floor of the cribwork. This work was carried out under contract with Messrs. Naugle & Hiltz.

A road was built from the public highway to the wharf, 250 feet long by 20 wide; also cribwork 80 feet long, 6 wide and 4 high as a protection for the road on the sea side.

Further work consisted in constructing a vessel bed along the front of the wharf, 150 feet in length and 30 wide, averaging 2 logs high.

BEAVER NARROWS

Dredging

Dredging was executed during the past season at Beaver narrows, a contraction of St. Peters inlet, a mile towards the north of the canal. This work comprised the broadening of the channel to 200 feet by removing the end of three small points.

The work was performed by the dredge P.W.D. *No. 13*—October 20 to November 11, inclusive. The material was tough clay and boulders. Area, 41,500 square feet; depth, 18 feet at L.L.L., which is the depth of water over the lock sill in the canal; quantity—9,040 cubic yards measured in place.

BLUFF HEAD

In 1921-22, minor repairs were made to the covering on the shoreward end of the breakwater, and an ell built to the outer end of the breakwater, 97.5 feet long on the seaward side, and 82 feet long on the harbour side, 31 feet wide and of an average height of 21.6 feet. The structure is very substantial, and of native timber stone filled cribwork.

CHEZZETCOOK WEST

This breakwater was constructed in the year 1892 and is a solid crib 775 feet long, 15 wide, averaging 8 high with an "L" 187 feet long, 15 wide and averaging 11 high.

During the fiscal year 1921-22, work consisted of rebuilding 237 feet of the shore end, averaging 15 feet wide and 5 high; also 160 feet of new work near the centre of the breakwater, 15 feet wide, averaging 8 high, and the rebuilding of the "L" and main portion of the breakwater 200 feet long, averaging 15 wide with an average of 7 high. This work was under contract with Messrs. Gerrior and MacKinnon.

The day labour work consisted of repairing and renewing the sheathing on the south side of the breakwater.

EASTERN PASSAGE

Dredging

During the fiscal year 1921-22, a channel 300 feet long was excavated 50 feet wide to a depth of 4 feet L.W.O.S.T. and 350 feet in length, 30 feet wide to 3 feet L.W.O.S.T.

The work was carried out with dredge *No. 15*. The material being sand, mud, clay and boulders.

GLACE BAY

Dredging

During 1921-22, the departmental dredge *No. 14* was engaged in deepening the entrance to 17 feet at L.W.S. for a width of 100 feet and in redredging the area improved during 1920-21, by departmental dredge *No. 4* and extending this improvement to the southern side of the harbour.

The scow measurement quantities show a total quantity of 29,226 cubic yards, and of this 18,130 cubic yards were removed over the outside area and 11,096 yards were removed in redredging the area inside, which was improved last year and had silted up an average of about 2 feet over the whole of this area.

INVERNESS

Dredging

Dredging was executed between September 14 and October 31, inclusive, at the entrance to Inverness harbour, in order to deepen it sufficiently to accommodate the fishing boats during the mackerel season.

This work was done by a travelling derrick operated along the eastern pier which made a cutting 810 feet long by 35 feet wide and 3¾ feet in average depth. This involved the removal of 3,768 cubic yards of sand, measured in place, which was piled along the eastern side of the pier. The work was performed by day labour.

This cutting will not remain open over winter, but will be filled as heretofore with the sand yet remaining between the piers. The tide, however, will maintain a passage about 20 feet wide, and three-quarters of a foot deep.

LAWLOR'S ISLAND

Quarantine Station

During the fiscal year 1921-22, the work consisted of the demolition of 290 feet of northern ell, 40 feet in width and rebuilding 140 feet, 40 feet wide, also the removal of 50 feet of the southern end of wharf and rebuilding 40 feet.

The main wharf was re-covered with 4-inch plank, 30 inches wide for a distance of 136 feet, 14 new fenders were placed along this portion of the work, 12 new bearing piles were driven under the existing old work, the coal shed moved from main portion of wharf to southern ell and fastened to the wharf, a built-in landing on the northern ell, and two ladders put in place, one on each end of wharf.

The dimensions of the wharf as rebuilt are as follows.—

The main portion is 280 feet long, 30 wide, averaging 22 feet high, with a northerly ell 175 feet long, 40 wide averaging 40 feet high; a southerly ell, 40 feet long, 40 wide, averaging 40 feet high, giving a face length of 245 feet.

LITTLE BRAS D'OR

Dredging

During the fiscal year 1921-22, the departmental dredge *No. 13* was engaged from August 3 to August 10 in deepening the berth at the outer end of the Coastal Coal Company's pier to 18 feet at L.W.S., so as to accommodate schooners of this draught which wish to carry coal from this wharf.

The soundings indicate the "in situ" quantity removed to be 4,481 cubic yards; the material dredged was soft clay and alluvial deposit, except over a small area at the eastern end of area improved where rock was encountered and a depth of only 15 to 17 feet at L.W.S. could be made.

LITTLE BRAS D'OR

Jesso's Point and Bras D'Or Mining Co's. Pier

During the year 1921-22, the departmental dredge *No. 13* was engaged from August 12 to September 7 in improving the channel at its narrowest place by cutting off a point extending into the channel down to a depth of about 19 feet at L.W.S., also in removing a small quantity of material at the outer face of the wharf of the Bras D'Or Mining Company.

The "in situ" quantity removed in improving the crooked portion of channel was 16,354 cubic yards.

The improvements at the Bras D'Or Mining Company's dock consisted in overcasting 708 cubic yards (in situ) of hard material.

LIVERPOOL

Dredging

Owing to a number of causes which had been thoroughly discussed in former reports, this channel is subject to repeated fillings-in which have to be removed by our dredges. The object of the work can, therefore, be stated as being to keep this channel to a depth of not less than 17 feet at L.W.O.S.T.

During the past fiscal year, the P.W.D. dredge *No. 1* performed two separate portions of work, details of which follow:

From April 20 to June 10, 1921, this dredge removed 34,674 cubic yards, place measurement.

From November 1 to December 12 this dredge *No. 1* removed 31,175 cubic yards, place measurement.

The total length from the bridge, which is the inner end of this channel, to the outer end of the bar is 3,135 feet. This channel varies in width—the inner 245 feet being 170 feet wide, the next 335 feet has a width of 200 feet, the next 540 feet is 170 feet in width, then 1,315 feet having a width of 150 feet, whilst the outer 700 feet begins with a width of 150 feet narrowing to 130 feet at its outer end. The inner 580 feet in length has been dredged to a depth of 19 feet at L.W.O.S.T., the next 540 feet has been dredged to a depth of 20 feet, L.W.O.S.T. for a width of 120 feet, the remaining 50 feet in width, however, was only dredged to a depth of 17 feet L.W.O.S.T., and the remaining 2,015 feet was also dredged to a depth of 17 feet at L.W.O.S.T.

MALAGASH

During the fiscal year 1921-22, the work done consisted of an extension 32 feet in length, 40 feet wide with a height of 15 feet at the outer end.

This work is an alternate block and span cribwork structure, 271 feet in length, the first 213 feet being 20 feet in width, whilst the outer 90 feet in length has a total width of 40 feet. It has a height at outside end of 15 feet.

PROSPECT

The work for the fiscal year 1921-22, consisted of rebuilding the entire wharf, new piling, cribs, stringers, guard and new planking. The erection of a crib as foundation for the shed 12 by 22 feet. A landing 40 feet long by 5 feet wide was also built on the north side for the accommodation of boats.

ST. PETERS NARROWS

Dredging

Dredging was performed between November 14 and 18, inclusive, at St. Peters narrows, a contraction of the channel of St. Peters inlet immediately beyond the northern entrance to the canal, in order to provide accommodation for steamboats drawing upwards of 17 feet.

This work was performed by dredge P.W.D. *No. 13* immediately before it was ordered to go into winter quarters; and consisted of a cutting 700 feet long by 80 feet wide. The material was tough clay and boulders. Other details of this work are as follows: Area dredged, 56,000 square feet; quantity, 2,109 cubic yards, place measurement, or 2,826 cubic yards, scow measurement, which indicates an expansion of 34 per cent.

SANFORD

In 1921-22, work was done by the construction of a widening or reinforcing block on the seaward face of the outer length of the breakwater. The new block is 73 feet long, 12 feet wide and 25 feet high, of the usual type of stone-filled cribwork, with a 4 feet 6 inch timber break. The outer end of the main breakwater was raised 3 feet high, 25 feet wide and 30 feet long, also the flooring and stringers on the shoreward end of the breakwater were repaired and renewed.

SANDY COVE

In 1921-22, work was done by raising the reinforcing block on the seaward side of the breakwater 20 feet high, 130 feet long, with an average width of 16 feet; also raising the outer end of the main breakwater to an average height of 3 feet, 30 feet wide and 160 feet long. This work is not yet completed.

SHENACADIE

A public wharf was built during 1920-21, and during the year 1921-22, the departmental dredge was engaged from September 14 to October 15, in deepening the approach to and berths at the wharf to a depth of about 13 feet at L.W.S.

Computations show that the "in situ" quantity removed is 23,430 cubic yards. The material dredged was clay and gravel.

SMITH COVE (PORT HOOD ISLAND)

The work performed during the fiscal year consisted of the construction of an extension to the breakwater, 53 feet in length by 12 feet in width and 9 feet in average height. This extension was constructed of open-faced, native timber cribwork sheathed on the seaward side and outer end.

SOLDIER'S COVE

Soldier's Cove is a farming settlement at the southeast extremity of the Bras D'Or lake.

The work performed during the fiscal year consisted of the construction by day labour of a wharf 200 feet in length, which projects in an easterly direction into a cove in Bras D'Or lake to a depth of 11 feet at low water. This work comprises an earthwork approach, 26 feet in length, enclosed between retaining walls of dry rubble, a native timber pile pier, 174 feet long by 16 feet in width, and an ell at the outer end, 20 feet in width, which projects from the southern side of the pier for a distance of 24 feet. The top of the covering is 6 feet above low lake level. Minor repairs were also effected to the right-of-way leading to the highway, one-half mile distant.

SYDNEY HARBOUR

Dredging

The departmental dredge *No. 13* was engaged from June 1 to June 7 in deepening the approach to Crawleys creek and Fraser's wharf. Soundings show the "in situ" quantity removed to be 2,680 cubic yards.

Quarantine Station

The quarantine station in Sydney harbour is situated on the southern arm near Keating Point, about three-quarters of a mile from Point Edward, which is the eastern extremity of land lying between the south and west arms of Sydney harbour.

Dredging improvement at this wharf was intended to make it accessible during all tides for the ferry boats which call at the place on their routes between Sydney and North Sydney.

On May 4, the departmental dredge *No. 13* commenced operations at the southern extremity of the area to be improved and on the 11th, the work had to be abandoned owing to the presence of solid rock extending easterly from the head of the wharf over which there was practically no class "B" material, and the rock could not be removed by dredge *No. 13*. Rock was also encountered over a large portion of the remainder of the area worked over.

The returns show the scow measure quantity removed to be 1,543 cubic yards.

Whitney Pier

Whitney Pier is a large residential and manufacturing district at the extreme northern end and within the limits of the city of Sydney.

During 1908-09-10, the department constructed a public wharf, but as it only had a depth of water of 6 feet at L.W.S. at its outer end, it was of very little service,

for the accommodation of freight and passenger boats which might call. During 1912, and again in 1913, an effort was made to deepen the entrance and berths at this wharf, but owing to the material being mostly shale rock, very little progress was made.

The departmental dredge *No. 13* being particularly adapted for heavy work, on May 13 commenced work on the northern side of the wharf where the dredging was hardest. The material encountered was largely shale rock, and after a few days' work it became evident that the work was too heavy for any dredge to remove without blasting or breaking the rock, it was, therefore, deemed prudent to abandon the idea of dredging the area proposed to 16 feet and as about 80 per cent of the area had already 12 feet of water over it, it was considered that if the remaining 20 per cent of the area could be deepened to the 12 foot depth, the resulting improvement would warrant the necessary work. Consequently, the 12 foot depth was carried in to the wharf and on either side of it.

According to reports, 7,979 cubic yards (scow measurement), was removed.

There is now sufficient accommodation at this wharf for the ferry boats, which ply between Sydney and North Sydney, and also for schooners with a maximum draught of 12 feet.

WEST ARICHAT

Wharf

During the year the work done consisted of reconstructing with concrete (in continuation of work begun last year) a portion of the approach, 140 feet long. This work comprises a driveway 16 feet wide, which is built over an older structure of completely decayed cribwork, now enclosed within retaining walls of reinforced concrete. These walls are 6 feet high and have a batter of one in four; they are one foot at the top of the coping, and are built so as to form parapets one foot high along the sides of the driveway. These side walls are rigidly connected with each other at intervals of 20 feet by beams of reinforced concrete.

WINDSOR

Dredging

During the fiscal year 1921-22, the work consisted in the removal of 920 cubic yards of mud from the front of the Government wharf, covering a distance of 620 feet in length, averaging 20 wide, to a depth of 3 feet. Excavation was done by day labour, the material sluiced into the channel. Also blasting and scowing away 738 yards of rock from the points of three ledges north of the Government wharf.

YARMOUTH

Dredging

The dredging in the lower part of Yarmouth steamboat channel and adjacent to the Bug Light was continued last year by P.W.D. dredge *No. 115*, in order to remove the rock shoal at this point and alleviate the sharpness of the turn.

Three cuts have been dredged to 20 feet L.W.O.S.T. but it is possible that one or two boulders still remain to be removed.

The material was a mixture of sand, clay and boulders, making very hard digging for the dredge *No. 115*.

From April 20 to July 30, and from November 8 to December 9 this plant removed a total of 14,159 cubic yards (scow measurement) giving a low return per working day.

Evangeline wharf

The dredging at Evangeline wharf was for the purpose of removing the accumulated silt opposite this wharf which collects from time to time.

The quantity removed during the season 1921, was 34,578 cubic yards, scow measurement, and the work was done by P.W.D. dredge *No. 115* between August 3 and December 16, 1921.

In addition to the above work, dredge *No. 115* worked over a triangular area opposite Clements wharf, between October 20 and 26, and removed 3,040 cubic yards, scow measurement, of mud.

The whole area described above had been dredged over during previous seasons.

Parker Eakins Wharf

The object of performing dredging during last season was to open up the channel near Yarmouth Bar, leading from the main channel to Messrs. Parker Eakins wharf, and enlarging the basin on the west side of it. The area of the work comprises a length of 800 feet with a width of from 75 to 170 feet. A least depth of 8 feet at L.W.O.S. tides has now been attained, and the work has been fully completed. The material removed was a mixture of sandy mud and clay, and amounted to a total of 13,485 cubic yards in situ and 14,979 yards (scow measurement) giving an expansion factor of 11 per cent.

The dredging was performed by P.W.D. dredge *No. 115.*

The work was begun September 13 and completed October 18.

The area as dredged should not require further dredging for seven or eight years.

PRINCE EDWARD ISLAND

CHARLOTTETOWN

Dredging

During the period April 26 to July 9, further improvement of the harbour front was effected by departmental dredge *No. 9.* Operations were commenced at the dock, west of the wharf of the Department of Marine and Fisheries, completing improvements commenced in the previous fall. The dock has been cleaned out for the full width, about 125 feet at outer end and 145 feet at inner end of dredging. The outer 250 feet carries a depth of 20 feet or better at low water spring tides, thence for a further 250 feet grading up to about 12 feet at low water spring tides, with a small berth 40 feet wide and 50 feet long adjoining the Marine Department's wharf carrying 7 to 8 feet at low water. Work was completed May 25, with exception of one day's work on June 9, 17,400 cubic yards of sand, mud and rock being removed, scow measurement.

The dredge then commenced operations at Pownal wharf, May 26, forming on the west side of the wharf a berth 350 feet long, 80 feet wide, but the outer 150 feet widens to 140 feet. The depth carried at low water spring tides graded from 22 feet at outer end to about 12 feet at inner end. Work was completed June 8, 7,790 cubic yards, scow measurements, of sand, clay and siltage being removed.

On June 10, the dredge commenced at the east side of wharf of Messrs. Bruce Stewart & Co., Ltd., forming a berth 450 feet long, 130 feet wide at outer end and gradually narrowing to 70 feet at near inner end. At low water spring tides, 20 feet or better is carried over the outer 200 feet, thence gradually grading up to about 11 feet at inner end. Work was completed July 9, 13,300 cubic yards, scow measurement, of mud, clay, sand and rock being removed.

After completing her programme at the outports of Murray river and Victoria harbour, dredge *No. 9* returned to Charlottetown harbour, commencing work on

October 28 at the dock between the Ferry wharf and that of George E. Full & Son and approach thereto, and later removing the shoal at the outer end, a depth of 12 feet at low water being provided over the approach averaging 65 feet wide and 340 feet long, the dock itself averaging 45 feet in width for the distance of 250 feet, being dredged from 11½ feet up to 8 feet at its inner end. The shoal referred to adjoins the outer end of the west side of approach and has been cleaned up a distance of 135 feet, its width at inner end being 110 feet. Work was completed November 22, 13,625 cubic yards of material, scow measurement, having been removed.

On November 24, work was commenced removing the wreckage of Lord's old wharf, which extended out to the channel and being partially covered at low water, proved a serious menace to navigation. Work was completed on December 15, the total yardage removed being 9,711 in place from actual soundings.

MURRAY RIVER

Dredging

During the season 1921, July 16 to August 30, the channel on the upper four thousand feet of the river was widened, shoals removed and points reduced so as to provide a comparatively straight channel with one turn of a minimum width of over one hundred feet, and carrying nine feet and better at low water spring tides, or 15 feet at high water springs; the approaches to the different wharves below the bridge also being cleaned up and a small vessel berth formed at the south end of Prowse's wharf and at the north end of what is known as Beck's wharf, the property lately acquired by the local government, its own wharf, "Burnt Point," has been abandoned. During operations, 30,010 cubic yards of soft mud and a small quantity of sand and shell were removed, the work being performed by D.P.W. dredge *No. 9*.

NORTH LAKE

With a view of making permanent a new outlet formed into the lake through the beach by fall storms in 1917, a contract was entered into September 23, 1919, for the construction of the necessary works consisting of two channel piers, placed 45 feet apart on either side of the "run" and built on pile bents driven at ten feet centres; these waled, capped, close-piled and the interior space filled with alternate layers of brush and stone, the top being covered over for a width of nine feet with 4-inch plank. The eastern work has 330 feet, while the western work is 300 feet long; both being 15 feet in width except the outer 50 feet, which has a width of 20 feet. The beach protection works are of similar construction and extend from about the centre of the piers and at right angles thereto, east and west, 106 and 117 feet respectively.

Construction work commenced June 20, 1920, and completed December 14.

VERNON RIVER

The pier-head of the south wharf, 120 feet in length, fronting on channel and 32 feet in width, was entirely reconstructed; work done was the levelling up of the pier-head generally, renewing all 6 by 12 floor stringers thereon, and covering the whole top with new 3-inch hemlock plank, after which the channel face of the work was strengthened by driving 60 fender piles, 12 of which were of creosoted material. These repairs were commenced August 9 and completed September 17.

General repairs were also made to the covering on pier-head of the north wharf, October 29 to November 10, during which time a quantity of decayed 3-inch plank was replaced with new material.

VICTORIA HARBOUR

Repairs were resumed June 7 and carried on continuously until September 20 when satisfactorily completed. The work accomplished was reconstruction of walls

of approach 265 feet in length with 12 by 12 timber, fendering same at ten feet centres and placing new guard thereon, the whole roadway being afterwards graded with broken stone and gravel, while a new plank walk, 3 feet wide, was laid on eastern side and a new hand-rail put on. The eastern wall of pier-head, for a length of 90 feet, was reconstructed and strengthened with creosoted piles and adjoining top for width of 14 feet levelled up, floor-stringered and covered with new 3-inch plank.

Dredging

To afford the necessary draught for vessels, cleaning up of shoals, for a distance of 865 feet below the wharves and enlargement of the basin, was undertaken by departmental dredge No. 9, commencing operations on September 10 and completing October 22; the outer end of the dredged channel also being cleaned up to 9 feet at low water spring tides for a width of 50 feet west of the line of the inner range lights, and for a distance of 1,300 feet. During this period, 17,030 cubic yards, scow measurement, of sand, mud and clay were removed.

NEW BRUNSWICK

BATHURST

Dredging

Dredging has been carried on at Bathurst Harbour each season since 1909, excepting the season of 1918, the total quantity of material removed being 1,246,495 cubic yards, place measurement, by contract, and 1,166,062 cubic yards, barge measurement, all by departmental dredges, except 62,608 cubic yards. The net result of this dredging has been,—

1. The deepening and maintenance of a channel 1½ mile long outside the Narrows, generally 200 feet in width, from a controlling depth of 5 feet at low water to 15 feet at low water, and a general depth of 17 feet at low water.

2. The deepening and maintenance of a channel two miles long from the Narrows to the Forks, 200 to 300 feet wide, from a controlling depth of 6 feet at low water to a controlling depth of 13.5 feet and a general depth of 15.5 feet.

3. The deepening and maintenance of a channel from the Forks to Nepisiquit bridge, 1½ miles, 200 to 300 feet in width, from a controlling depth of 6.5 feet to a controlling depth of 15 feet, and a general depth of 17 feet.

4. The deepening of the middle river, or Tetagouche channel, 4,000 feet long and 100 feet wide from 8 feet to a controlling depth of 12 feet at low water, and a general depth of 14 feet.

5. The deepening of a turning basin at the Pulp Mill wharf, 450 by 800 feet, from a general depth of 8 feet at low water to a depth varying from 12 to 20 feet, the major portion being to 20 feet at low water.

6. The deepening of a berth at the Gloucester Lumber Company's wharf, 1,200 feet long, and an average width 100 feet from a general depth of 3 to 7 feet to a general depth of 15 feet at low water.

The tidal range is 7.2 feet for spring, and 2.5 feet for neap tides.

The original project provides for a depth of 25 feet, but a depth of 17 feet at low water was accepted in a channel 200 feet wide, with certain sections at the turns increased to 300 feet, from Bay Chaleur to the Nepisiquit bridge, and a channel 100 feet wide and 15 feet deep from the Forks to the wharf on the Middle River channel.

To this project the following additions have been requested by lumber and trading companies of Bathurst:—

1. An increased width or easement at the turns of the channel, estimated at 70,000 cubic yards, place measurement.

2. A turning basin, 150 by 800 feet, and 21 feet deep, in front of the Pulp Mill Wharf, in the Nepisiquit channel, estimated at 81,000 cubic yards, place measurement, required to complete.

3. A branch channel to the Gloucester Lumber and Trading Company's and the George Eddy Company's wharfs, 2,000 feet long, 100 feet wide and providing 12 feet at low water, with a turning basin 200 feet square, estimated at 39,800 cubic yards, place measurement.

4. A depth of 20 feet in the berth at the wharf at West Bathurst, 750 feet long, estimated at 17,000 cubic yards, place measurement.

5. A turning basin above this wharf, providing 15 feet deep at low water; area about 450,000 square feet; estimated at 124,000 cubic yards, place measurement.

The estimated quantity to be removed for the completion of the original project is approximately 300,000 cubic yards, place measurement, as estimated from the latest surveys. For barge measurement quantities 25 per cent may be added.

Between July 21, and November 11, 1921, dredge P.W.D. *No. 4* worked in Bathurst Harbour. The dredging was confined generally to the Tetagouche channel, but small quantities were removed from berths at the Pulp Mill wharf, and Mill No. 2 wharf.

In the Tetagouche Channel, 39,652 cubic yards, barge measurement, of sand and mud were removed to a grade of 15 feet below low water.

At the Pulp Mill and Mill No. 2 wharfs, 12,724 cubic yards and 2,088 cubic yards, barge measurement, of mud and silt were removed, respectively.

CAMPBELLTON

Dredging

For a distance of 3½ miles below Campbellton, the Restigouche river is shallow, giving a minimum depth of only 14 feet of water at low tide. In order that vessels may take out a full cargo from Campbellton, a channel 100 feet wide is being deepened to 18 feet at low water. A depth of 22 feet at low water in the berths at the deep-water wharf is also the objective.

Between June 23 and September 29, 1921, dredge P.W.D. *No. 1* removed a total of 129,060 cubic yards, barge measurement, from the channel and berths, divided as follows:—

Location	Barge Meas. Cu. Yds.	Place Meas. Cu. Yds.	Expansion Factor
Oak Point Shoal	80,297	75,615	6.0 %
Range of Campbellton lights	40,513	23,374	73.2 %
Inner berth at wharf	8,250	5,834	41.4 %
Total	129,060	104,823	23.1 %

The material removed was generally sand, some gravel appearing on the Range of the Campbellton Lights, and mud in the berths.

The total length of channel covered was 5,400 feet—1,200 feet on the Range of the Campbellton Lights, and 4,200 feet on Oak Point shoal. The distance left to be completed is 13,200 feet of channel. The inside berth at the deep-water wharf was dredged to a depth of 24 to 26 feet at low water for 400 feet towards the outer end of the berth, and a width of 75 feet from the wharf. The dredge was unable to work within 15 feet of the wharf.

DOUGLASTOWN

Dredging

Between May 13 and 23, 1921, dredge P.W.D. *No. 2* removed 8,580 cubic yards, barge measurement, of mud and sand from the berth in front of the Miramichi Lumber Company's wharf, deepening the berth to provide 22 feet of water at low water. The original depth varied from 13 or 14 feet near the wharf to the required

grade, 80 feet distant. The depth obtained is from 20 to 23 feet at low water. The range of ordinary spring tides is 6 feet.

The area dredged was about 37,000 square feet, the length of the berth being 330 feet.

GRAND ANSE

Dredging

On August 28, 1920, a contract was entered into for dredging an area 150 feet wide by 360 feet long, inside the pierhead of the breakwater, and an area 50 feet wide and 260 feet long, inside the eastern pier, together with an irregular area at the harbour entrance at the junction of the two above sections.

It was thought until extensions of the breakwater and pier gave security for boats in the larger area, that it would be sufficient to dredge the berth inside the eastern pier, where all the boats now lie, and therefore, at the beginning of the season of 1921, the area to be dredged was reduced to the latter area only.

Between June 18 and September 17, 1921, the contractors removed 2,842·71 cubic yards, barge measurement, of sand, from a berth 300 feet long and 75 feet wide inside the eastern pier, providing a depth of 3 to 4·5 feet at low water.

The contract rate for the work was 63½ cents per cubic yard, barge measurement.

HATFIELD'S POINT

Dredging

The channel dredged in 1907, below Hatfield's Point, having become filled in at one point so that a depth of only 3 feet of water at low water was available on one side of the channel, with about 5½ feet on the centre line, dredging was undertaken in 1921 in order to provide the original depth of 11 feet. Since the filling occurred at a point where a small stream entered the channel, a basin was dredged in the outlet of this creek and outside the channel, in order to provide a settling basin and longer maintain the channel depth.

Between June 17 and 29, 1921, contractor J. S. Gregory's dredge *Keta* removed 5,472·0 cubic yards, barge measurement of sand, mud and clay, at a contract rate of 33 cents per cubic yard.

LORD'S COVE

On October 20, 1920, a contract (on a unit price basis) was let for the removal of the existing wharf, and the construction of a pile and trestle wharf, together with a floating slip.

On May 19, work of removing the old wharf was begun, and by July 30, 1921, the construction of the new wharf was completed. The wharf consists of a trestle and pile approach 260·5 feet long and 21 feet wide, and a pile trestle pierhead, 50·5 feet long and 41·2 feet wide. The inner end of the pile approach is connected with the shore by a stone rip-rapped fill, 30 feet long and 21 feet wide. A floating slip was also constructed and consists of a timber pontoon, 17 feet wide, 30 feet long and 26 inches deep, on which rests the movable end of a timber slipway, 43 feet long and 6½ feet wide, connected with a landing platform 16 feet by 10·8 feet, supported on piles. The existing shed was replaced on the new wharf. The road approach was repaired, and a fence built for a length of 50 feet of the roadway approach to the wharf.

MIRAMICHI BAY

Dredging

Deep water through Miramichi bay is interfered with at three places—Grandoon Flats, The Horseshoe Shoal, and The Lump.

Grandoon Flats, the shoal farthest up the bay, has at present a controlling depth of 18·5 feet at low water. The tidal range is 5 feet on ordinary spring tides.

Between June 20 and September 20, 1921, dredge *P.W.D. No. 2* removed 63,095 cubic yards, barge measurement of mud, sand and clay, at the upper end of the flats, where the channel turns. The section dredged was approximately 1,400 feet long, with an average width of 380 feet. Over practically this whole area a depth of 22 to 24 feet at low water was provided. One small section gives a depth of only 20·1 feet.

NELSON

Dredging

In an attempt to provide a depth of 22 feet at low water for vessels loading lumber at the Burchill Ballast wharf, dredge *P.W.D. No. 2* removed 1,011 cubic yards, barge measurement of ballast and mill refuse, on June 3 to 7, 1921.

The required depth was not obtained, owing to the hardness of the material; but some improvement resulted from the work done, the berth being deepened an average depth of 1½ feet.

NEWCASTLE

Dredging

Between May 26 and 31, 1921, dredge *P.W.D. No. 2* removed 3,980 cubic yards, barge measurement, of mud, sand and stones from the berth in front of Mr. James Robinson's mill wharf in order to increase the area providing 21 feet of water at low water for vessels loading lumber. Previously only 14 to 16 feet of water were available in part of the berth. The required depth was obtained over the area dredged,—about 100 feet by 60 feet.

NORTHWEST MIRAMICHI RIVER

Dredging

Midway between Newcastle and Bridgetown a shoal exists, which, previous to the dredging of the past season, provided only 14 to 15 feet of water at low water in a considerable portion of the channel. The tidal range is 5 feet.

Dredging was carried on at this point by dredge *P.W.D. No. 2*, from September 23 to November 4, 1921, 24,610 cubic yards, barge measurement of rock, sand, clay and logs being removed. A section 1,300 feet long and 140 feet wide was dredged to a general depth of 18 to 19 feet.

QUACO

On May 5, 1921, the work of reconstructing the eastern breakwater was begun, and was completed December 1. The work consisted of removing a portion of the existing breakwater, for an average depth of 21 feet, and rebuilding it with round timber cribwork, filled with stone. The top of the finished work is 233 feet long on the seaward side, 253 feet long on the harbour side, and averages 27½ feet in width. The seaward face, above the slope, is sheathed to the top of the cap with 6-inch sawn spruce; and the harbour face is sheathed between the double 10 by 10-inch fenders with 6-inch sawn spruce.

RENFORTH

The work done during 1921-22 consisted of building a new cribwork approach 165 feet long and 15½ feet wide; filling a section of the pierhead 16 feet wide and 32 feet long with timber sheathing and stone; raising the whole pierhead with one to three tiers of timber, and filling the interior with stone and gravel surfacing. Work was in progress between August 4 and September 23, 1921. During the period of the 13th to the 25th of March, 1922, thirty-five piles of the old approach were removed, by means of dynamite, to the level of the bottom, in order to make the berth available.

St. John

COURTENAY BAY

Breakwater

Work on the 2,500 foot extension of the breakwater has been carried on continuously throughout the year. The breakwater is now complete for its full length, and coverstones on the outer slopes and on a portion of the new slopes, have been placed. The only work now remaining to be done is completing the breakwater to finished grade, and trimming the slopes.

Submarine Rock

During the year, no further work was performed in the removal of submarine rock at the entrance to the dry dock. The portion now remaining to be removed, about 20,000 yards, at present serves as an outer dam to the cofferdam, protecting the dry dock work. As soon as the dry dock caisson is built, work will proceed in completing this.

Dredging

Dredging in both basin and channel has proceeded continuously during the year, the 24-inch suction dredge *Tornado* working in the basin., and the ladder dredge *Leconfield* in the channel. The channel entrance to Courtenay bay is now in such condition that a boat drawing 28 feet of water can get up into the basin during slack water.

WEST SIDE

Repairs to Pier No. 7

The northeast corner of berth No. 7 showed signs of being separated from the main wharf structure, and repairs had been carried out during 1920-21, but the measures then taken were not sufficient to protect the northeast corner, which was in the form of a very acute angle.

Authority was given to carry out repairs by day labour. These repairs consisted of cutting off the sharp angle and making the corner in the form of a circle. About 110 cubic yards of concrete were deposited in the corner, and both faces of the work brought together with heavy anchor bolts, all embedded in concrete. The work has been satisfactorily completed, and no movement has been noticed during extreme high water.

Refitting Shed D15 for Storage of Cattle

Authority was given to fit up shed D15, West St. John, for the storage of cattle in transit. Work was commenced immediately, and completed December 21.

Shed D15 is 360 feet long by 80 feet wide, and has been divided into 35 pens, 35 feet long by 17 feet wide, with a ten-foot alleyway down the centre of the shed. The pens are provided with water troughs, running water in each, feeding facilities, lighting and sewage. Outside the shed, a roping pen is provided, the cattle being led to the roping pen through the central alleyway. Each pen has a capacity of 20 cattle, the total capacity of the shed being about 700 head of cattle.

General Harbour Maintenance

During the season, in addition to the usual maintenance work on wharves and sheds, the shed on berth 16, and grain conveyer at berths 5 and 6, were repainted; repairs were made to the end of Pier No. 7, and platforms and floors renewed.

The maintenance of berths 15 and 16, particularly the vertical and floating fenders, is a very high item, on account of the disturbance to vessels during a storm.

A fender has been designed and put in service, constructed of cedar or spruce saplings bound together, the fender being of the same dimensions as the standard fender now in use. This fender costs about $200, and to date they promise to be very satisfactory. Would recommend the adoption of this fender in harbours subject to heavy swell, such as St. John harbour.

Dredging

The main entrance to St. John harbour, having a length of 12,000 feet, together with the various deep water berths are maintained at a uniform depth of 32 feet below low water, ordinary spring tides.

There are two channels entering the harbour, the main channel and the channel between Partridge island and the end of Negro point breakwater, commonly known as the West channel; this latter is not maintained by dredging and is only used by lighter craft during high water periods. Through the West channel, considerable littoral drift enters and accumulates in the main channel and berths, the quantity varying from year to year according to the frequency and direction of storms.

The dredging done during the past fiscal year was under contract, two dredges being employed, the *Beacon Bar* and the *Keta*. The areas dredged in the various berths were as follows:—

Berth No. 2 on a length of 350 feet, No. 3 for 450 feet, No. 4 for 370, No. 5 for 450 and No. 6 on a length of 600 feet, all to a width of 100 feet.

The material dredged was principally gravel and mud, and the total quantity dredged in the various berths was 31,388·68 cubic yards. The *Beacon Bar* removed 17,629·38 yards and the *Keta* 13,769·30. The work was carried on from October 27 to November 24, inclusive.

QUEBEC

ANSE AUX GASCONS

The work done during fiscal year 1921-22, has been under contract, and consisted in the construction of a portion of a breakwater 210 feet in length, 20 feet in width at top and a mean height of 13 feet; of a crib 55·3 feet in length reuniting old and new construction; in filling shore area between old and new construction, reuniting crib and shore line; in levelling hill approach and building a protection cribwork 30 by 10 by 10 feet, at the foot of hill approach on its westerly side.

BATISCAN

Dredging

Work consisted in the dredging of a part of the western and eastern channel, and the whole of the basin situated in front of the Government wharf. This dredging has been done in every alternate cut to a depth of 15 feet below low water level, on a total area of 495,740 square feet.

The total quantity of material removed was 69,650 cubic yards scow measurement. Material encountered was sand, and the mean depth of face averaged 3·2 feet.

Work was done by dredge *P.W.D. No. 123* at two different intervals: (1) from June 8 to June 29, 1921, and (2) from August 4 to October 21, 1921.

BELOEIL STATION

During last fall, tenders were called to rebuild the shore pier, the work to consist of:—

(*a*) Demolish the old crib-work down to the extreme low water level and on sufficient width to permit the construction of a proposed concrete wall.

(*b*) The construction of a concrete wall to be 315 feet 6 inches long, 4 feet 6 inches wide at the bottom, 1½ feet wide at the top and 10 feet high, anchored every 50 feet to concrete blocks 4 by 4 by 4 feet placed some 20 feet behind and connected to the wall by 2-inch steel bars.

(*c*) The construction at the upstream end of the wall of a reinforced concrete ice-breaker 18 feet 6 inches long, 15 feet wide and 10 feet high.

(*d*) The replacing of the old material removed at the back of the concrete wall.

The work was started at once, was done as specified and completed in December last.

DOUCET'S LANDING

Dredging

Work consisted in the cutting of a sand bar mixed with boulders and hard material which was advancing too far in the channel leading to the wharf, this being dangerous for navigation, principally during the winter season, when ice is running. The dredging was made on a total area of 96,425 square feet to a depth of 12 feet below zero. The total quantity of material removed was 17,900 cubic yards scow measurement of hard sand, clay and boulders. The average depth of face was 3·58 feet.

Dredging was done by dredge *P.W.D. 123,* and was started October 22, and discontinued November 18, 1921.

FATHER POINT

The work done during the fiscal year 1921-22, consisted in the construction of a revetment work along the easterly face of the wharf 85 feet in length, 21 in height, 4 feet wide at top and tapering to nothing at bottom. This revetment is to provide better landing and berthing accommodation to pilots' tender, through doing away with batter on easterly side of wharf; an area of 6-inch flooring 25 feet by 251 feet was also renewed.

GASPÉ

A contract has been entered into by the department for the rebuilding of a portion of the wharf which was burnt in 1919.

The work done consisted in the removing of part of the debris in the portion of the wharf to be rebuilt. A certain quantity of material has also been bought by contractor, and delivered on site of wharf.

NEW CARLISLE

Dredging

During fiscal year 1919-20, a basin 245 feet in length, 75 feet in width was dredged to 13 feet L.W.S.T., along the easterly side of outer portion of wharf by P.W.D. dredge *No. 13;* 5,837 yards of material (scow measurement) were removed in about ten days.

During fiscal year 1921-22, work was started on June 23, 1921, by P.W.D. dredge *No. 4,* to clean and widen the basin dredged during 1919; it was thought advisable to widen said basin from 75 feet to 120 feet and to increase depth of water to 15 feet L.W.S.T., with one foot subgrade: work was performed accordingly to permit safe berthing of barge steamers loading pulpwood from conveyer on wharf.

The basin after completion of work on July 16, 1921, was 265 feet in length, starting from southeast corner of wharf, along the eastern side of wharf on a width varying from 120 to 160 feet and a depth varying between 10, 13 and 16 feet.

Material removed consisted of coarse and fine sand, of which 10,942 yards were scowed away. Materials were dumped in 8 fathoms of water, about 2 miles from working ground.

NORTH TIMISKAMING

(This work is described in the annual report for 1921).

Construction was started by day labour in fiscal year 1920-21—but was discontinued in March, 1921. Work was resumed in August, 1921, and completed in November. The wharf is built of pilework, having a landing-head 86 feet wide and 106 feet 4 inches in length, with two slips; a pilework approach 17½ feet in width, built on a 5½ per cent grade, composed of 14 bents, for a length of 98 feet; an earth and stone approach, 50 feet in length. There are wooden handrailings on both sides of the pilework approach and on the inner side of the landing-head. A freight shed and a shelter was erected, having a total length of 91 feet and a width of 20 feet, with 13-foot walls.

POINT SHEA

The work done during the fiscal year 1921-22, consisted in placing 1,200 yards of heavy stone along the easterly face of the wharf to build a rip-rap protection 160 feet in length, 16 feet in mean width and a mean height of 11 feet; in laying a concrete trail upon 110 by 10 feet on northerly side of approach to wharf; in placing 675 yards of stone ballast in the wharf; in renewing the hardwood planking of the wharf 175 feet in length by the full width; in laying a trail 275 feet in length by 12 feet in width over the shore end portion of planking of the wharf, and in renewing 20 fenders.

During the winter months, a rip-rap protection was placed along the easterly side of the wharf on a distance of 90 feet by 24 feet with an average height of 13 feet.

RIMOUSKI HARBOUR

The work done during fiscal year 1921-22, consisted in the building of a siding 1,030 feet in length by the Canadian National Railway under supervision of the Department of Public Works, along the wooden trail of the westerly face of new wharf. The area north of northerly face of old wharf was filled up to top and levelled; westerly area between westerly faces of old and new construction was graded and levelled before the laying of the siding.

Five thousand seven hundred and thirty-six yards of earth were carted and dumped in place for filling and levelling purposes also 24 loads of fascines; 388 yards of small stones were packed along the wooden trail to prevent the washing away of earth filling by the sea during violent storms.

The 3-inch planking underneath the rails of railroad branch on wharf were renewed on a length of 950 feet by 16 wide and another length of 715 by 12 feet wide.

The planking of old wharf was covered with 3-inch deals on an area of 520 by 30 feet and another area of 112 by 22 feet with 2-inch deals.

Areas of 500 by 24 and of 350 by 10 feet of planking of old wharf were patched up with old deals still serviceable.

Levelling caps supporting rails was done on a length of 2,300 lineal feet and on a height of 3 to 6 inches.

Stringers 12 by 12 were replaced on a length of 600 feet and 200 L.F. of 12 by 12 cap piece were renewed.

A small shed 12 by 12 feet was built near the public building to store equipment belonging to District Engineer's office.

Dredging

The work done at Rimouski consisted in the completion of a basin 1,000 feet in length by 200 and 440 feet in width and a depth of 22 feet L.W.S.T., and in the dredging of an entrance channel 200 feet wide to 15 feet L.W.S.T., starting from the 15-foot contour line to wharf.

Dredging in the basin was begun under contract in 1914, this contract was cancelled in November, 1918; in the meanwhile, dredging was done in 1914, in 1915, in 1916, in 1917, during these four years 327,000 yards of materials, scow measurement, were removed.

In 1919 and in 1921, work was also done in the basin; removing only hard material which was rehandled for the purpose of filling the space between the new and older construction; 48,676 yards of materials (scow measurement) were removed, consisting of hard-pan clay of which 46,043 yards were rehandled by derricks travelling on wharf.

No work had ever been done before 1921 in the entrance channel such as now laid out.

In 1922, a quantity of 122,997 yards (scow measurement) has been removed from the basin end and the entrance channel.

Dredging was performed by P.W.D. dredge *No. 110* from May 30 to October 1, 1921, in a satisfactory manner.

To complete dredging under way at Rimouski, an amount of approximately 35,000 yards of materials, measured in situ, will have to be removed from basin, and an amount of 45,900 yards measured from the channel.

An allowance for dredging to 1-foot subgrade has been included in the above quantities.

RIVER ST. MAURICE

Eastern Channel

Dredging in the eastern channel of the River St. Maurice consisted in cleaning out of the basin situated in front of the Tidewater Shipbuilders Co., Ltd., plant on a total area of 182,275 square feet to a depth of 13 feet below zero on the gauge. In dredging a sand shoal which was formed inside the entrance of the eastern channel on a total length of 600 by 70 feet to a depth of 13 feet below zero on the gauge.

The total quantity of material removed at the two above mentioned places was 1,150 cubic yards of overcasting, and 29,550 cubic yards scow measurement, giving a total quantity of 28,700 yards of material removed in the channel and basin. The average depth of cut was 2·57 feet and the material encountered was sand and clay.

Dredging was done by dredge *P.W.D. 123*, and was commenced June 30, and completed August 3, 1921.

This channel is straight from its entrance to the Wayagamack Canadian Pacific railway bridge and follows the north shore of Ile St. Christophe.

RIVER DU LOUP (EN HAUT)

Dredging

Dredging was done at different places from Louiseville wharf to the mouth of the river, as follows:—

1. From the Government wharf to Tourville's mills, a channel 35 feet at bottom, and a basin 125 feet wide, in front of the Government wharf dredged to a depth of 5 feet below low water level.

2. From Tourville's mills to the mouth of the river, dredging done at different places on a total length of 3,200 feet 35 feet in width at the bottom, and to a depth of 7 feet below low water level.

The total quantity of material removed was 29,359 cubic yards place measurement, or 31,165 cubic yards scow measurement, and also 2,000 cubic yards scow measurement, making a total quantity of material removed of 33,165 yards, scow measurement. The average depth of cut was 2.15 and the material encountered was sand and clay.

The dredging was done by dredge *P.W.D. No. 123*, and was started April 27, and finished June 7, 1921.

ST. MICHEL

A temporary landing was built by day labour, work commenced May 10, 1921, was completed on 28th and consisted in building a trestle 12 feet wide by 350 feet long to connect the headblock of the wharf with the shore end.

VERDUN

Dredging

Dredging was done during the year at several points in the steamboat channel between Verdun and La Tortue: immediately opposite the wharf at Verdun for a distance of 2,500 feet; opposite the cast-over some 5,000 feet from the wharf; 1,500 feet from the cast-over towards La Tortue in the channel, and some cleaning up was done in front of La Tortue wharf.

From April 13 to September 30, 1921, work consisted of the removal of 388 boulders; 21 large boulders drilled, blasted and removed, and 400 yards of clay, sand, gravel and small stones were removed. After the work was completed, the channel was swept and tested, the ferry being able to navigate safely at low water with a draft of over 7 feet without touching when kept within the limits of the 40 to 50 foot channel.

ONTARIO

BELLEVILLE

Dredging

A contract was entered into for the removal of some 30,937 cubic yards of mud, clay and gravel to complete the improvements started in 1915, of the fairway from deep water to the public wharf. In the middle ground in front of the public wharf, a quantity of 19,820 cubic yards, place measure, was removed above sub-grade during the period August 29 and October 8, to obtain a depth of 12 feet below low water, elevation 245, lake datum. The material consisted of mud and sawdust and the quantity removed in scows was 18,137 cubic yards which indicates that some of the material was swept outside the area dredged.

A basin, with entrance 100 feet wide, east of the dock was also excavated to a depth of 12 feet behind the landing head and extending along the approach a distance of 300 feet, during the period of October 10 to November 18. The quantity of sand, gravel, clay and boulders removed from this area amounts to 11,117 cubic yards, place measure, and scow measure was 17,515 cubic yards.

In the channel leading to Allen's wharf, two projecting points were dredged, October 26 to 29, and material removed consisting of sand, gravel and boulders was 745 cubic yards, place measure, above sub-grade and 168 below. The area dredged covered approximately 6,900 square feet on the north side of the channel and west of the red spar buoy, and depth obtained was 11 feet below low water.

A bar some 10 feet in width and 70 in length, consisting of sand, gravel and boulders which obstructed the south channel of the swing span of the Quinte Bay bridge was removed to a grade depth of 14 feet below low water.

BURLINGTON CHANNEL

The piers at Burlington channel are of very old construction and were built about 1823. The structures originally were different widths in some places to those that exist at the present time, and the depths to which the original cribwork was

sunk in position while ample for the early navigation which traversed this waterway, is of too shallow depth for present draught of lake freighters.

In 1904, sheet piling was driven in position along the channel sides of both piers to strengthen the piers and to overcome the liability of undermining the structures while dredging operations were being carried on in this channel. Concrete superstructures were constructed over different portions of the south pier during the last ten years.

The swing bridge for passenger and vehicular traffic which was constructed by this department some twenty-five years ago, outlived its usefulness and on examination it was demonstrated that the structure would have to be rebuilt or superseded by another bridge. It was therefore deemed advisable to construct a new bridge of the Bascule type.

(*a*) Authority was given for the construction of a new bridge, which is under contract with the Canadian Engineering and Contracting Company and the Hamilton Bridge Company.

(*b*) Authority was given for the construction of the bascule steel bridge, which work is under contract with the Canadian Engineering and Contracting Company and the Hamilton Bridge Company.

Operations in connection with the construction of the substructure of the bridge were continued on April 1 by the contractors. The contract for the substructure has been completed with the exception of a small amount of earth filling which cannot be placed in position until spring. The work accomplished consisted in the driving of round piles under the foundation, the driving of sheet piling, the construction of the concrete abutments and the filling in of the earth approach.

The work of constructing the superstructure of the bridge was commenced October 20 and is still under way. This contract has been completed with the exception of painting, railings, grading, etc.

A temporary crossing for pedestrian traffic was constructed over the Grand Trunk Railway bridge and watchmen were maintained on this temporary crossing during the fiscal year.

COLLINGWOOD

The east breakwater, covering a length of 1,815 feet and varying in width from 25 feet to 40 feet, constructed of timber cribwork in 1882-83, was found to be in such a dilapidated condition that a reconstruction of the superstructure from the Grand Trunk wharf outwards, was imperative. A contract was awarded in February, 1920, for the reconstruction of 750 feet commencing at the outer end and extending shoreward. A portion of this contract was completed during the fiscal year 1920-21.

Operations were resumed April 1. The contract was completed and final estimate given July 9. The work accomplished during the fiscal year is as follows:—

(1) On the south face of the breakwater, concrete blocks were placed in position for a length of 78 feet 8 inches.

(2) On the north face of the structure, concrete blocks were laid in position for a length of 633 feet 6 inches, commencing at a point 116 feet 6 inches from the outer end and extending southeasterly.

(3) Mass concrete was placed in position covering above length of 633 feet 6 inches by a width of 24 feet.

(4) Six mooring rings with staples were set in position.

Plans and specifications were prepared and a contract awarded November 16 (unit prices) totalling $33,828 for the reconstruction in concrete of 500 lineal feet of superstructure of eastern breakwater, commencing at a point 750 feet from the outer end and extending southeasterly 500 feet in length by a width of 24 feet.

No expenditure has as yet been incurred in connection with this contract.

COLLINS BAY

Dredging

A contract was entered into for the removal of five cribwork piers and seven pile piers, and for dredging a channel to the wharf. The work when completed will consist of a channel 100 feet wide and 400 feet long from deep water to the wharf to a grade depth of 12 feet below low water, elevation 245 lake datum; a turning basin 100 feet square to grade depth of 14 feet; the material to be removed will be 3,250 yards class B, 423 piles and 2,700 cubic yards of old cribwork.

The contract price is 50 cents per cubic yard for class B material, 75 cents for cribwork and $3 per pile removed.

DEPOT HARBOUR

The elevator wharf was built in 1903, in extension to the wharf constructed by the Grand Trunk Railway. This wharf covers a length of 525 feet with a width of 80 feet.

On October 3, 1919, a contract was awarded for the reconstruction in concrete of the superstructure of the elevator wharf.

Operations were resumed April 1, and the contract was completed July 16.

On the north side, commencing at a point 511 feet from the easterly end, new concrete superstructure was built extending westerly to end of wharf, said section being 14 feet in length by 4 feet in width.

On the south side, concrete superstructure was built for full length of the work.

On the outer end of the wharf, a concrete superstructure 4 feet in width was constructed for a length of 72 feet to connect concrete wall of the north side with concrete work on the south side.

All of the above work consisting of block and mass concrete extended from a point one foot below zero, of gauge to a point 6 feet above elevation 580·0.

FORT WILLIAM

Rubble Mound Extension to the Mission River Breakwater

Plans and specifications were prepared and forwarded for the construction of an extension of the rubble mound type, 1,000 feet in length, to the Mission river breakwater.

A contract dated October 4, 1921, was let, the estimated quantity being 75,000 tons, and the unit price $1.39½ per ton.

During the past winter, the contractors have opened a quarry at Point Brule, on the lake shore approximately one and three-quarter miles southerly from the site of the work, and have carried on drilling and blasting so as to have the larger proportion of the rock required in shape to place in the work on the opening of navigation. To March 31, 1922, approximately 25,000 tons were drilled and blasted.

HARRICANAW RIVER

(Lake Demontigny)

During the past season, a channel 60 feet wide and 2,200 feet long was completed and some 16,890 cubic yards, in situ, of clay was removed between June 20 and October 18.

When fully completed, the channel will be 2,940 feet long by 60 feet wide; some 4,250 cubic yards of hardpan and clay at outer end necessitates blasting and remains to be removed; it is also intended to remove about 430 cubic yards of clay to straighten the natural channel between the cut and the outlet of lake Demontigny.

KINGSTON

A contract was entered into for the dredging of a basin 1,180 feet long by from 400 to 600 feet wide, located on the north side between the east and west extremities of the causeway to grade depth of 16 feet below low water, elevation 245 lake datum, along the La Salle highway bridge, also the removal of old broken piles of the temporary bridge

From July 4 to August 8, some 15,692 cubic yards, place measurement, principally soft mud were removed, but sand, gravel and boulders were encountered near the east end of causeway. Work on the piles of the temporary bridge was started on October 11.

Some cleaning up was done at the Queen street and the Princess street slips where sludge and rubbish was removed, and a berth 180 feet long by 50 feet wide to a grade depth of 10 feet below low water was provided alongside the Kingston Milling Company's dock.

KINGSVILLE

Dredging

Departmental dredge *Q & R No. 1* was engaged in deepening and widening the entrance channel, deepening the berths at the wharf and enlarging the turning basin.

The dredge operated from April 11 to June 9, 1921, and removed a total quantity of 40,122 cubic yards S. M. of hard sand.

The minimum depth in the entrance channel, 980 feet long by 154·4 wide, is 14·0 feet at a point 20 feet from the range of the light and 500 feet south of the western pier, and 14·3 feet deep in the centre of the channel. Three hundred feet south of the western pier, between these points there is a fair channel 75 feet wide having a minimum depth of 14·5 feet.

LITTLE CURRENT

Work on wharf and buildings as described in the annual report for 1921, was commenced May 10 and the whole contract completed August 25.

It was decided to construct a concrete storm sewer through the wharf to provide an outlet for a creek which discharged onto the wharf site through a culvert under the main street; this sewer is 86 feet long with an opening 8 feet wide and is 4½ feet high.

MACLAREN'S LANDING

On April 19, a contract was entered into for the construction of this wharf, for the sum of $7,411.48 (unit rates).

The structure is of pilework, consisting of a landing-head 24 to 32 feet wide by 65 feet 6 inches long at face, a low level landing 8 by 32 feet for gasoline launches, etc., drawing 9 feet at landing face, a pilework 16 feet wide by 159 feet long, an earth and stone approach roadway 16 feet wide on top and 20 feet long. A passenger shelter 16 by 16 feet is also provided.

Work was started May 20 and completed July 15.

MIDLAND

(Tiffin)

Work consisted in the removal of all practical obstructions and three large boulders where a clear depth of 21½ feet is now provided. The only obstruction now remaining is a ridge of natural clay bottom and small hard heads, approximately 30 feet long by 10 feet wide over which there is a minimum draft of 22·5 feet, and located parallel to and at a distance of 175 feet from the northern end of the Grand Trunk Railway elevator wharf.

The regular depth in the harbour is 25 feet below zero of gauge.

MILFORD BAY

Milford Bay, in the township of Monck and district of Muskoka, is situated on the east shore of lake Muskoka, one mile east of Beaumaris and 14 miles from Bracebridge, the nearest railway point.

The wharf, consisting of a timber crib and space structure, covering a length of 140 feet by a width of 11 feet, was constructed some thirty four years ago by the Stroud Estate and maintained by them.

Order in Council was passed September 13, granting authority for the acceptance and free transfer from R. J. Stroud of this wharf property.

Reconstruction operations were commenced January 25, completed February 25, and consisted in rebuilding the superstructure of the wharf from water level, covering a length of 140 feet by a width of 11 feet.

NORTH BAY

Repairs to the wharf consisted of temporarily placing some 28,000 feet b.m. 3-inch flooring in centre strip of approach.

A contract was entered into with Grant Bros., on February 23, for the reconstruction of wharf for the sum of $27,647.28 (unit rates).

Work was started February 21 and progressing favourably at the end of fiscal year. 95 per cent of the old structure was demolished, 70 per cent of piling was done, 25 per cent of timber and lumber was delivered and 60 per cent of stone for stone approach was in place.

OTTAWA RIVER STORAGE

At Quinze dam, advantage was taken of low-water conditions, due to drought in August and September, to repair all breaks in concrete and clean out sluiceways. The autumn precipitation permitted replenishing the reservoir. During the open season, further improvements were made to the road leading to the dam from Guérin.

At Timiskaming dam, the Ontario sluiceways were thoroughly cleaned out. Three-inch planking was procured for new deck, and part of the Ontario dam was refloored in March.

During the year, there was no evidence of scour below the sluiceways of Timiskaming dam. Levels taken on the piers showed that the two piers in Quebec channel (where break occurred in 1914) have continued to settle—0·14 feet in two years.

PELEE ISLAND

West wharf.—The top two and three courses of face timbers across the outer end and for a distance of 45 feet on each side were renewed, and the top timbers and flooring in front of and in the warehouse were repaired.

North wharf.—Face timbers on the west face were replaced; part of the decking between the warehouse and outer end of wharf for 83 lineal feet was renewed and minor repairs were made to the warehouse.

Dredging

The Cameron Steamship Company's clamshell dredge *Gamell* removed from the north side of the west pier on June 12 last, 80 cubic yards of ballast stone and 50 cubic yards of clay. Where the rock was, there is now from 9½ to 12½ feet of water close to the pier, and 8 feet out from the pier there is not less than 13½ feet of water.

PORT ARTHUR

Extension to the Rubble Mound Breakwater at Bare Point

A contract dated July 26, 1919, for the construction of an extension, 1,600 feet in length to the rubble mound breakwater was let to the Chambers, McQuigge and

McCaffrey Co., Ltd., Toronto, the estimated quantity of rock being 475,000 tons, the unit price $1.44, and the total estimated cost $684,000.

Actual work on this contract was commenced on October 8, 1919, and has been continued with the exception of a few interruptions due to weather, difficulty in obtaining material, etc., since that date.

In March, 1921, an extension of this contract providing for an additional length of 250 feet, at the same unit price, was authorized.

Construction has been carried on both by the scow method and by train fill from a trestle, the construction track being laid from the quarry at Bare Point out over the original Bare Point breakwater.

The work was in operation on April 1, 1921, and was carried on until December 15, 1921, when ice conditions forced a discontinuance throughout the winter. From the beginning of the work to the latter date, 340,611 tons as specified had been placed in the work at the unit price of $1.44 per ton, and 3,017 tons at a modified unit price of $1.34 per ton. During the fiscal year 1921-22, 73,168 tons were placed.

The core of quarry run is now practically completed, and approximately 25 per cent of the covering stone has been placed. It is estimated that a further 45,000 tons of both classes will still be required before the contract is closed.

The core of quarry run stone has been obtained almost entirely from the Bare Point quarry, situated at the shore end of the work. A small proportion of covering stone was also obtained from this quarry. The greater part of the covering stone however, has been obtained from Caribou island, situated in Thunder bay, some 15 miles northerly from the site of the work, and it is from this location that the remainder will be obtained to complete the work.

This contract should be completed by August 1, 1922, to which date an extension of time has been granted.

On account of the soft nature of the lake bottom, sudden unexpected and unequal settlements have been met with frequently, as was anticipated, although the total settlement has not been nearly as large as was originally estimated. These settlements have made it necessary to do a large amount of sounding over the dump at frequent intervals.

As the material is paid for by the ton, all rock placed in the breakwater from construction trains, goes over weigh scales. In all cases where the rock is placed directly from scows, the latter have been equipped with gauges which are read before and after unloading.

PORT BURWELL

Dredging

Dredging was performed by departmental dredge *No. 117;* work was commenced April 1, last, and was continued throughout the whole of the season until December 14, with the exception of the period between August 15, and September 13. The total quantity removed to December 14 was 238,177 cubic yards, S.M. Dredging in outer harbour was performed so as to leave a safe depth of 23 feet below L.W.L. or zero of gauge, and in the inner harbour to a depth of 18 feet below L.W.L. This dredge again commenced operations on March 23, 1922, and prior to the closing of the current fiscal year 6,519 cubic yards scow measurement were removed.

On December 19, last, during a severe storm the superstructure of the breakwater sustained heavy damages and it is estimated that it will cost $47,000 to repair.

PORT STANLEY

Dredging

Work of deepening and widening the navigable channel was done by the following departmental dredges:—

Dredge *No. 117* from August 15 to September 13, 1921, removed 16,618 cubic yards, scow measure, of class B material and 8,837 cubic yards of stone filled crib

work. Dredge *Q & P No. 1* from September 14 to November 17, 1921, removed 42,024 cubic yards of class B material. Total quantity dredged by both dredges is 58,642 yards of class B, sand and clay, and 8,837 yards of stone and timber, and the depth obtained is 20 to 24 feet.

The dimensions of the work accomplished are as follows:—

Turning basin: about 150 to 875 feet, minimum depth 16.0 feet, maximum depth 21.2 feet below zero of gauge.

Between piers: from the angle in harbour wall north of the elevator to end of west pier, 50 by 1,370 feet; minimum depth 17.2 feet, maximum 23.2 feet below zero.

Outer harbour, south of west pier, 25 by 720 feet; south of west breakwater, 35 by 235 feet, and removal of Pere Marquette breakwater 30 by 340 feet; minimum depth 18 feet and maximum 25.3 feet below zero of gauge.

Winter harbour, between the old Pere Marquette breakwater and the new breakwater, 200 by 230 feet; minimum depth, 15.0 feet, maximum 21.8 feet below zero of gauge.

RONDEAU

(This work is described in the Annual Report for 1921.)

The Border Cities Construction Company's contract was continued during the present fiscal year and completed August 25. The original contract called for the reconstruction of a portion of the superstructure of the western entrance pier being 227½ feet long, and on May 31, an extension of 48 feet at the southerly end of the work under contract was authorized.

The work consisted in the removal of the timber superstructure of the present pier and the building of a concrete face wall along the front of same, together with bearing piles placed under the toe of the wall. Anchor piles driven in the rear of the pier with tie rods extending from the anchor piles to the front of wall.

The Wm. Bermingham contract was continued this season and completed June 15. This contract provided for the construction of a sheet pile wall 320 feet long in front of the lightkeeper's dwelling, connecting the east pier with the groynes at a point to the east of the lighthouse.

The general repairs to be undertaken by day labour were performed between May 2nd and October 5th, and consisted in repairs to decking and face timbers over a considerable portion of the east pier and a length of about 200 feet of the west pier to the south of the section undergoing reconstruction in the Border Cities Company's contract.

SAULT STE. MARIE

Heretofore improvements by dredging on the Canadian side of the river had been performed to a depth related to the depth of water on the lower sill of the Canadian lock. Two much larger and deeper locks have been constructed on the United States side in 1914 and 1919 respectively and approaches thereto have been improved to a depth of 1½ feet greater than the grade of the Canadian portion of the channel. 90 per cent of the shipping now uses the United States locks and load to the full depth available, hence the shoaler Canadian part of the channel became a great danger to it. The improvements undertaken in 1921, consisted in the removal of loose rocks, boulders, etc., from a large area contiguous to the United States channel and to the same grade depth, having an average width of about 250 feet extending from a point opposite East street easterly to a point 500 feet east of the Government wharf, or for a length of 2,200 feet. While it is very unfortunate that the whole of the work was not completed as laid out, namely: the area lying between the International boundary line and a line passing 300 feet out from the end of the Ferry wharf and the Government wharf, thence to the westerly end of the Bayfield shoal rock pile, yet the portion covered constitutes a very decided improvement.

The material removed consisted of 5,358 cubic yards of boulders, loose rock, and cemented gravel, and 2,100 cubic yards of ledge rock. It was all deposited on the east side of the Imperial Oil Co's. wharf, involving a tow of about half a mile.

A contract was entered into for the performance of this work. It stipulated payment at the rate of $125 per day of ten hours full working time for hire of plant, but provided for deductions in case of lost time due to stress of weather, or breakages. The plant consisted of a derrick scow equipped with hoisting engines, derrick equipment, grab buckets, rock tongs, and other devices for lifting loose rock and boulders, and also included a complete diver's equipment, and a light drilling and blasting equipment. The rate of hire included the wages of the crew, fuel, and all other expenses.

Work was commenced May 25 and was suspended November 9, when the authorized amount of expenditure became nearly exhausted.

SPARROW LAKE

Sparrow Lake, in the District of Muskoka, is a station of the Canadian National Railway, 9 miles south of Gravenhurst and 14 miles east of Orillia.

A contract was entered into for the construction of a wharf, work was commenced February 1, completed March 3, and consisted in the construction of a stone approach 70 feet in length by a width of 16 feet on top, also the construction of a crib and timber superstructure covering a length of 30 feet with a width of 16 feet and a depth of 9 feet.

STURGEON FALLS

An extension to the wharf, built in 1904-16, 106 feet long by 16 wide was built October 11 to December 8. The landing face consists of four cribs 8 by 16 feet and one 10 by 16 feet, with platforms, 16 feet long, spanning the cribs; four round timber cribs, 18 by 6 feet placed behind landing-face cribs, blocking spaces so as to hold the backfill. A stone and gravel backfill, 106 by 20 feet was made, some 325 cubic yards of stone and 800 yards of gravel being used. The old 4 inch flooring on the cribwork extension, built 1915-16, was renewed and the shingle roofing on freight shed was replaced with corrugated iron roofing. Some 260 cubic yards of gravel was placed to complete grading of roadway approach.

Revetment wall

The unfinished revetment wall, 400 feet long, along the roadway approach to the wharf was completed June 17 to 27, and consisted in sheeting some 180 lineal feet, 6 to 10 feet high, on each side; excavating ditch and constructing plank drain; making concrete culvert; trimming piles; grading roadway approach, etc.

THAMES RIVER

Dredging

Authority was received to deepen and widen the entrance channel at the mouth of the river and to remove certain shoals that were impeding navigation in the upper river near the city of Chatham.

This work was performed by departmental dredge *Q. & R. No. 1*, as follows:—

(1) Between June 20 and August 13 inclusive, at the mouth of the river. Quantity removed 33,166 C.Y.S.M. class "B" material, silt and clay.

(2) Between July 11 and August 4 inclusive, between the river mouth and Chatham. Quantity removed 21,252 C.Y.S.M. class "B" material, sand, silt and clay. Of this latter amount, 15,999 C.Y.S.M. were removed from the river in the city of Chatham and 5,253 C.Y.S.M. at a point opposite St. Joseph's Hospital.

TORONTO

Harbour Improvement Scheme

Western Section.—During the fiscal year 1921-22, the contractors have completed and placed in position 6,265 lineal feet of cribwork, made up as follows:—

Sections D, E, F, G, H, I, J, K, L, M, Z3, Z4, Z5 under the revised scheme. Some five thousand one hundred piles and posts in these sections have been cut off the required elevation.

In addition, the concrete superstructure has been placed on sections Z4 and Z5, and the concrete blocks set in position on section Z3.

The construction of cribs at Spadina dock to be used in other sections of the breakwater, was carried on until the middle of December, 1921, when active construction operations were ended for the season. At this time, sixteen 100-foot cribs and six 30-foot cribs were on hand and three hundred and seventeen concrete blocks moulded and stored ready for use during the coming year.

The work during the winter months was confined to the necessary overhauling and repair of plant together with the taking stock of materials on hand.

Eastern Section.—The work in this section under Roger Miller & Sons contract was completed by the removal of the cofferdams constructed at the junction of the turning basin and ship channel walls and the construction of the concrete walls in these two gaps, each approximately forty feet in length.

The Toronto Harbour Commission carried on dredging operations during the fall and have completed the backfill behind the north and west walls of the basin.

General

The work accomplished during the fiscal year is as follows:—

East Pier.—Construction operations were resumed May 1; the contract was completed and final estimate was given October 17. The work accomplished consisted in the reconstruction in concrete of 466 lineal feet of the superstructure of the east pier, eastern channel, from a point 9 inches below zero (elevation 245.0), to a point 6 feet 0 inches above zero and with a width of 30 feet.

Breakwater.—The work of constructing the rubble mound breakwater was resumed April 6 and the work was carried on until November 28, when on account of weather conditions operations were suspended for the season. Up to November 28, 85 per cent of this contract had been completed.

The work accomplished between April 6th and November 28 consisted in placing in position 1,250 lineal feet of mattresses, 60 feet in width, the construction of 1,250 lineal feet of substructure and 950 lineal feet of superstructure.

VICTORIA HARBOUR

(Port McNicoll)

The object of this work was to improve the mooring berths adjacent to the warehouse wharf, and to remove obstructions along-side and adjacent to the westerly wharf. The area over which the obstructions were removed covered a length of 3,450 by a width of 55 feet, and the material consisted of solid rock, granite and limestone boulders, logs and rubbish.

Work was done by day labour and carried out between June 6 and 17, when satisfactorily completed, but there still exists three sections over which the full depth of 24 feet below zero is not available. In order to give the full draught of 24 feet over these sections would mean the carrying on of blasting and dredging operations.

MANITOBA

BIG GEORGE ISLAND

The object of this work was to dredge a harbour of refuge at the Big George island for the protection of passenger-steamers and fishing fleet operating in the northern waters of lake Winnipeg.

The work of the past season consisted in dredging the entrance channel and the inside basin to a governing depth of 5·5 feet below zero of gauge which is 711 above M.S.L. and of the following dimensions:—

Entrance channel on a length of 425 feet and average width of 53 feet and basin 210 feet by 220 feet.

The quantity removed was 13,200 cubic yards, place measurement, consisting of clay, very stiff hard-pan, and containing many large boulders which had to be broken up with dynamite.

P.W.D. dredge *No. 205* was employed from June 25 to October 15.

RED RIVER

The object of this work was the maintaining of the channel from the mouth of the Red river into lake Winnipeg.

The work consisted of one cut 3,100 feet long, 140 feet wide with an average cut of 2·5 feet and dredged to approximately 10 feet below zero of gauge which is 711 feet above M.S.L.

The amount of material removed was 40,365 cubic yards, place measure, consisting of clay and river silt.

P.W.D. dredge *No. 201* was employed from May 23 to October 24.

SELKIRK SLOUGH

The object of this work was the maintaining of the channel in the Slough from the Red river to the departmental shipyard.

The work consisted in removing shallow spots and the approximate quantity was 3,781 cubic yards, scow measure; material removed was mud and clay: average length, 606 feet; width, 40 feet, and cut, 4·3 feet; dredged to 10 feet below zero of gauge, which is 711 feet above M.S.L.

P.W.D. dredge *No. 205* was employed on this work from May 20 to May 31.

THE PAS

Wharf Extension

A contract was let August 29, 1921, for an extension to the wharf. The work consisted of building a pile trestle wharf faced with sheet piling 330 feet long by 20 feet wide.

The work was built in less than two months and was completed in November, 1921.

Dredging

The object of this work was to dredge an approach to and a berth beside departmental wharf.

The work consisted in removing 19,400 cubic yards, scow measure, of hardpan and boulders. Average cut, 7·0 feet; the average depth made was 5·0 feet below zero of gauge which is 845·0 feet above M.S.L.

P.W.D. dredge *No. 208* was employed from May 25 to November 1.

The work is carried on under considerable difficulty owing to the sudden and large changes in the level of the Saskatchewan river.

WANIPIGOW RIVER

Removal of Obstructions

The object of this work was to provide means of transportation to Rice Lake mining district and to settlements along the river.

The work consisted in removing sunken logs, fallen trees and other obstructions to navigation over a distance of about 9 miles above the rapids.

The work was done during August and September.

ALBERTA

FORT MCMURRAY

This work consisted in constructing three temporary floating wharves 60 by 14 feet each. These were moored at three different places along the Athabasca and Clearwater rivers in front of Fort McMurray.

The object was to provide accommodation for boats navigating the Athabasca and Clearwater rivers and boats carrying freight and passengers to Fort Norman oil fields.

These wharves were pulled up on the banks at the close of navigation season of 1921.

This work was done by day labour during August.

BRITISH COLUMBIA

ALICE ARM

Alice Arm, Skeena, is situated at the head of Observatory inlet.

A new wharf for which the tender of Mr. W. T. Muse was accepted consists of a creosoted pile wharf 100 by 50 feet provided with freight shed 50 by 24 feet and two ton derrick. The work was commenced November 3, 1921, and completed on January 19, 1922.

BARNSTON ISLAND

A new pierhead was built to this landing. The former structure was 50 by 50 feet with approach 14 by 105 feet and was washed out during the freshet in the river last summer. The new pierhead is 48 by 48 feet with approach 14 by 60 feet; only 15 feet of the old approach being left untouched.

The front of the wharf is in the form of a slipway, 12 by 36 feet to allow of landing at low water. The form of construction is cedar piles 3 by 10 inch joists, 6 by 11 stringers, and 3 by 12 planking with 6 by 6 guard rail. The old shed, 18 by 26 feet was moved from the old wharf to its new position on the new wharf. Such materials as could be salvaged were incorporated in the new structure.

This work was done by the snagboat *Samson* and crew during the period November 3 to 24, 1921.

BOSWELL

Boswell, situated on the east side of Kootenay lake, 16 miles south of Procter.

On August 23, 1921, contract was entered into to construct a floating wharf 40 feet by 80 feet with a floating approach thereto 16 by 224 feet.

Work was started October 1 and completed November 22, 1921. The main wharf was constructed in shelter at Procter and towed to Boswell, where the approach was built, and the whole moored in position.

The contractors were instructed to bind the main float logs by five rows of ¾-inch cable binding, place extra fender strips on the wharf, add a 20-foot apron at upper

end of approach, and to generally strengthen the wharf over that of the standard design, to withstand heavy seas and winds. This work was performed on a cost plus 10 per cent basis.

The dimensions of the completed work are as follows:—

Main float or wharfhead, 40 by 80 feet; floating approach thereto, 16 by 224 feet; apron at upper end of approach, 16 by 20 feet; and shed, 12 by 16 feet.

CARROLL'S LANDING

Carroll's Landing is on the east bank of the Columbia river, four miles north of Burton.

A contract was entered into for the construction of a floating wharf which called for a main float or wharfhead, 40 by 80 feet with a floating approach thereto, consisting of one 16 by 32 foot section and nineteen 16 by 16 foot sections. The length of the floating approach was reduced by seven 16-foot sections, reducing the amount of contract. Two extra length flotation logs in the approach, four pile braces, two mud sills, the painting of the cutoff top of 62 piles, and a change in the design of the 12 by 16 foot shed were authorized as extras to the contract. Work commenced June 10, and was completed July 21, 1921. The dimensions of the finished work are:—

Main wharfhead, 40 by 80 feet; floating approach, 16 by 224 feet, and shed, 12 by 16 feet.

COURTENAY

The town of Courtenay, Comox-Alberni, is situated on the east coast of Vancouver island and on the Courtenay river, which has its outlet into Comox-harbour, about 2 miles below the town.

A new wharf was built at the end of Walter street with a frontage of 60 feet and average width of 55 feet; a freight shed 15 by 30 feet, slip and ladder were also provided. This wharf is for the accommodatioon of small coasting vessels and launches coming up the Courtenay river at high water.

COWICHAN BAY

Cowichan Bay, Nanaimo, is situated on the east coast of Vancouver island, about 23 miles north of Victoria.

The old Provincial Government wharf being so far depreciated as to require reconstruction, a new wharf was built on the site of the former one, and is 60 by 40 feet, approach 365 by 14 feet widened at the outer end, freight shed 12 by 24 feet, landing float 20 by 38 feet with gangway 4 by 32 feet. This wharf was constructed entirely of creosoted piling and was built between February 3 and March 2, 1922.

FRASER MILLS

Dredging

The object of this work was to provide sufficient depth alongside the loading wharf of the Canadian Western Lumber Company for the large steamships loading lumber.

The dredging was 565 feet long, with an average width, extending from the wharf out to deep water, of 63 feet, dredged to give a depth of 28 feet at low tide. The materials removed consisted of sand, silt and debris; pumped ashore behind the wharf. The total quantity removed was 6,175 cubic yards.

This work was done by the departmental dredge *King Edward* (305) during the period September 2 to 8, 1921.

It is probable that this work will have to be done again during the next fiscal year as, although the depth is maintained farther out from the wharf, material slips in from under the wharf.

The last dredging done here was in 1919-1920, when 23,176 cubic yards were removed by the dredge *King Edward*.

FRASER RIVER

Steveston Jetty

This work consists of an extension of 3,000 feet to the existing north jetty over the Sandheads at the mouth of the Fraser river.

The existing jetty is 15,800 feet long, and was built in two sections. The first section consisted of 3,100 feet of single bulkhead and 3,800 feet double bulkhead, and was completed in 1913. The second section was 8,900 feet long, consisting of brush mattress and rock mound, and was completed in 1917. Protection was required in 1918 on the one degree curve.

The present contract was entered into November 24, 1921, for the unit prices as follows:—

Brush mattress, in place, $1.45 per cubic yard, estimated quantity, 10,370 cubic yards.

Quarried rock, in place, $2.29 per cubic ton, estimated quantity, 20,500 tons.

The work is to be done in six months, dating from November 11, 1921. Actual work did not commence until the beginning of March, 1922, and the work completed up to March 31, is 3,703 cubic yards mattress, and 1,210 tons of rock in place.

McDonald's Bar

The object of this work is to divert the heavy current of the river at this place from the banks of Nicomen Island, which yearly are greatly eroded, resulting in serious loss to the farmers in land and produce.

The total length of channel to be dredged is 2,586 feet, width 150 feet, involving the removal of 189,461 cubic yards. This year there has been completed 820 feet of the channel, and 59,719 yards coarse gravel, place measurement, have been removed.

The channel enters McDonald bar above the site of the heavy erosion on Nicomen island, follows the shoreline through the inner side of the bar, and discharges below the site of the bank erosion.

The work was done by the departmental dredge *King Edward* (305) during the period May 16 to 24, 1921, and September 22, 1921, to January 28, 1922.

A large amount of material was removed by the dredge outside the area of the cut, dredging her way into the cut proper. This channel was 2,174 feet long, 125 feet wide, and involved the removal of 105,770 cubic yards of sand and silt.

North Arm

The object of this work is to provide a channel 10 feet deep at low water, from New Westminster to the Gulf of Georgia. The work done during the present fiscal year consisted in the completion of cuts Nos. 2 and 3. 2,800 feet of cut No. 2 was dredged 150 feet wide to 10 feet at low water, 78,781 cubic yards of sand and silt being removed; 4,800 feet of cut No. 3 was completed, 150 wide to 10 feet at low water, 80,032 cubic yards of sand and silt being removed, making a total of 158,813 yards for this year.

It is estimated that 1,000 feet of cut No. 2 was washed out, involving a yardage of 16,038.

Up to the present there has been completed cuts No. 1, No. 2, and No. 3, extending from Eburne up river, leaving cuts No. 4 and No. 5 to be completed, with a total length of 5,000 feet. This will complete the dredging from New Westminster to the Gulf of Georgia.

The work was performed by the departmental dredge *King Edward* (305) during the period April 1 to August 6, 1921.

The total length of channel dredged to date is 23,400 feet, 150 feet wide, involving the removal of 574,306 cubic yards.

The dredge *Fruhling* worked from October 12 to October 25 at the mouth of the North Arm, which had shoaled up. There was about 2,000 feet of channel 300 feet wide to be deepened to 10 feet at low tide; the average depth to be taken off was 2.5 feet, 800 feet of this channel was completed, and 30,096 cubic yards of sand were removed.

Shoaling is expected in this channel from time to time, and it is probable that further dredging will be required next year, as well as the completion of that part of this dredging not yet completed. This cut was originally made when the jetty was built in 1915-16. A further cut was made in 1920, by the dredge *Fruhling* (303), at the outer end of this channel, a length of 1,200 feet, width 300 feet, involving the removal of 33,333 cubic yards.

In front of Indian Reserve

This dredging was asked for by the city of New Westminster, between 16th and 18th streets, facing on the North Arm of the Fraser river.

The dredging was started July 12, and completed July 26, and an area 352 feet long by 300 wide was dredged to 16 feet at low tide, and 19,555 cubic yards of material was removed.

The materials were sand and silt. No further dredging will be required here for about four years.

Removal of Submerged Dam at Woodwards Channel.

The dredge *Ajax* worked at the removal of the submerged dam at the head of Woodwards channel from September 12 to September 16, and removed 1,655 cubic yards, scow measurement, of rock, brush and sand, to a depth of 16 feet at low tide, and 450 feet long.

This dam was removed as it was deflecting the current to the north side of the channel, and the bank was eroding at the south end of the dam. A portion was removed during the fiscal year 1920-21, and the current washed out 450 feet of the original dam.

Removal of submerged dam No. 2 (Steveston)

The dredge *Ajax* worked from April 1 to August 16, and from September 19 to November 30, on the removal of submerged dam No. 2, at Steveston, between buoys 17 and 19, and removed 44,945 cubic yards, scow measurement.

The dredging was done to 20 feet at low tide, and the length of the cut was 3,445 feet, average width was 70 feet, and average depth of cut was 8·11 feet.

Sandheads and Woodwards Channel

At various times during the year the dredge *Fruhling* (303), removed 484,524 cubic yards of sand from Woodwards channel, between buoys 25 and 30, at the mouth of the river. This dredging was necessary to maintain the depth of 16 feet at low tide in this channel, and other work done in the main channel consisted in the removal of 52,970 cubic yards between buoys 3 and 5, 7,128 cubic yards between buoys 5 and 7, and 13,572 between buoys 9 and 11, making a total yardage of 558,194 cubic yards removed by the dredge *Fruhling* during the fiscal year.

GABRIOLA ISLAND

Gabriola island, Nanaimo, is situated in the Gulf of Georgia.

A new wharf was built under contract at the site of the former Provincial Government wharf on the west side of the island. The completed work consists of a wharf 60 by 40 feet, approach 54 by 16 feet widened at the rear of the wharf, freight shed 17 by 35 feet, float 24 by 14 with gangway 30 by 4 feet. Work was commenced March 14, and was completed April 20, 1921.

GANGES

The abandonment of the old Dominion Government wharf, which was in a very poor state of repair, was decided upon and an appropriation was made for the rebuilding of the old Provincial Government wharf which is more conveniently located. The work consisted in the construction of a wharf 100 by 50 feet with approach 36 feet in width widened to the rear face of the wharf, freight shed 40 by 25, slip 9 by 30, float 32 by 24 and with gangway 20 by 4 feet. Creosoted piles were used throughout, with the exception of the fender piles. The work was carried out by contract between February 20 and March 28, 1922.

HATZIC

The object of this work was to provide a channel to the Government wharf of sufficient depth for the shipping. The cut is 1,025 feet long, and 110 wide, to 8 feet at low water. It extends from deep water in the river channel to the upper end of the wharf. This work has been wholly completed.

The materials consisted of sand, silt and driftwood debris. The total quantity of dredging amounted to 40,270 cubic yards, including side slopes. This work was done by the suction dredge *305*, place measurement only being taken.

The work commenced on August 12 and was completed on August 31, 1921.

The materials were pumped ashore on the north bank of the river behind the wharf.

IOCO

This wharf is located on the north shore of Burrard inlet, between the townsites of Ioco and Sunnyside.

The wharf is of creosoted pile bent and timber construction; the pier head measures 48 by 60 feet (12-foot bents), and the approach is 16 by 345 feet (15-foot bents). There is also a small boat landing float 15 by 40 feet alongside the wharf, with gangway from wharf 4 by 34 feet.

The decking is of 10 by 12 caps, 6 by 11 stringers, 3 by 10 joists, 3 by 12 flooring, with 6 by 8 guard. A hand rail 3 feet high extends along both sides of the approach. The float is of cedar logs, 4 by 12 cross-ties, 2 by 12 planking, and 2 by 4 guard rail. The gangway is of frame construction of 3 by 8 timbers, with 2 by 12 flooring and handrail. A freight shed 14 by 20 feet is built on the pier head.

KINCOLITH

Kincolith, Skeena, is an Indian village at the mouth of the Naas river opposite Arrandale.

The old wharf being beyond repair, tenders were obtained for the construction of a new wharf, and that of Mr. W. T. Muse, of Prince Rupert, amounting to $7,667.94 was accepted. The work was carried out between August 10 and September 16 and consisted of the construction of a wharf 60 by 40 feet with approach 212 by 12, freight shed 16 by 18, with landing steps and stiff leg derrick.

KOOTENAY LANDING

Dredging

Work of launching, repairing and conditioning dredge *No. 302* was put in hand September 24, and the season's operations of actual dredging at Kootenay Landing were completed March 17. Between March 17 and 31, a skeleton crew was engaged in carrying out a minor overhaul of the plant to recommence dredging at the same place in April.

During the period November 15 to March 17, a total of 24,670 cubic yards of clay, silt and sand were removed from a channel 150 feet wide and an average length of 1,672·5 feet. Dredging was carried to a minimum depth of 12 feet below L.W.L.

Materials were removed by dump scow to deep water one-third mile distant from the outer end of the cut.

LADYSMITH

The old wharf immediately below the railway station having been abandoned, it was decided to build a new wharf to replace the old Provincial Government wharf at a site about a half mile south. Dimensions of the new wharf head are 40 by 80 feet with approach 410 by 16, freight shed 14 by 20, float 16 by 40, with gangway 30 by 4 feet; the remains of the old wharf were also removed.

The work done under contract was commenced August 15 and completed September 30, 1921.

MANSON'S LANDING

This wharf is located on west coast of Cortez island, about 100 miles northwest of Vancouver, and was built to replace the old one taken over from the Provincial Government in 1919.

The new wharf is of creosoted pile bent and timber decking construction. Pierhead 36 by 72 feet (12-foot bents), with landing slip 12 by 24 feet, and landing steps 4 by 34 feet. The approach is 14 by 186 feet (15-foot bents). The decking consists of 10 by 12 caps, 6 by 11 stringers, 3 by 10 joists, 3 by 12 flooring, and 8 by 6 guard rail. The fender piles are of fir, fastened to the cap at the top and to the creosoted longitudinal timber at low water level with 1-inch bolts.

This work was done by contract during the period November 8 to 21, 1921.

NEW WESTMINSTER

On February 10, the dredge *King Edward* deepened the berth alongside the wharf to 15 feet at low tide, and removed 3,110 cubic yards. This work was required to allow the *Samson* and other Government boats to lie there without going aground at low tide. The cut made was about 100 feet long and 70 wide. Material removed was sand and silt.

On October 11, the dredge *Fruhling* deepened the outer end of the above berth by working ahead with the propeller, and the wash deepened it considerably at the outer end, but could not remove the hard packed silt at the inner end. The captain estimated that he moved about 2,000 yards.

PITT LAKE

The wharf at this point was built in 1914. The old wharf and float was used until last year, but had become much filled in owing to deposit of sand and silt at and near the outer end of same. Consequently an addition was constructed to gain access to deep water.

The addition consisted of pier extension 16 by 160 feet, widening old pier 16 by 28 feet, new float 7 by 40 feet, with gangway and slip to pier and float respectively.

The work was performed under contract and was started September 26, and completed October 14 last.

PITT LAKE (UPPER)

Dredging

The usual floods of last September and October caused a large amount of sediment, carried by the Upper Pitt river, to be deposited around the extension to the Pitt Lake wharf. During these floods, the river changed its course and washed out a total of 270 lineal feet of the approach to the wharf. Repairs to the approach were carried out, and the new river channel through same filled in with material excavated by the dredge at the wharf extension. Brush was used at this break, and the dredged material dumped thereon. Filling was also made by the dredge along the balance of approach on the west side, to protect it against further erosion.

The departmental dredge *King Edward* did this work, starting February 16 and finishing March 3, 1922. Survey shows a total of 22,120 cubic yards, place measurement, were removed. Nature of material removed was sand, silt and gravel.

The dimensions of the work accomplished within the prescribed depth are about 320 feet each way; area of same, 44,500 square feet.

SANDSPIT

Sandspit, Skeena, is a settlement on Skidegate inlet, at the northeasterly end of Moresby island, Queen Charlotte group.

Construction, under contract, was commenced September 19, completed October 29, 1921, and consisted of a wharf head 72 by 36 feet with freight shed 18 by 12, approach 284 by 12 feet widened at the outer end. The wharf-head and about half of the approach are of creosoted piling, the remainder being of untreated piling.

SQUAMISH

This dredging was necessary to provide berthing accommodation for the steamers calling at this port.

Dredging was first done May 9, 1921, by the departmental dredge *Fruhling* (303), when 900 cubic yards of sand (hopper measurement) were removed.

Owing to the shoaling up of the berths, resulting from the heavy freshets of October, 1921, when the Squamish river changed its course, further dredging was found to be necessary. This dredging was of great importance, as the Pacific Great Eastern Railway wharf had been washed out and the Government wharf provided the only landing for passengers and freight.

The departmental dredge *Fruhling* completed this dredging March 31, 1922, removing 1,089 cubic yards of sand (hopper measurement).

SQUIRREL COVE

Work was done on the construction of a new float 26 by 35 feet, and three 50-foot sections of approach, 150 feet—to replace the old float. The float was built at Lund and towed to its anchorage; it is built of cedar logs, cross ties, 2 by 12 planking and guard rail, the approach being of the same construction in 50-foot sections, 6 feet wide. The work was done by day labour during the periods December 12-23, 1921, and January 9 to 13, 1922.

STEWART

Tenders were obtained for a timber addition, 30 by 50 feet, to the new wharf built in 1920, together with extension to the existing freight shed 20 by 30 feet, and alterations to the existing shed. A tender was accepted and the work was carried out during March, 1922.

STEWART RIVER

The work of improvement consisted almost entirely of removing large submerged boulders which menace navigation in that part of the river between the town of Mayo and a point seventeen miles down stream from Mayo. The work was done during the month of August, after which weather conditions resulting in a high stage of water, rendered continuance of work inadvisable for a time. On September 18, the work was recommenced, but owing to the sinking of the vessel engaged on the work during the first day, it was impossible to continue work further that season.

As the only plant available was that owned by the British Yukon Navigation Company (White Pass and Yukon Route) arrangements were made for the Company to carry out the work at actual cost.

The work accomplished consisted chiefly of the removal of twenty large boulders, which had to be drilled and blasted, in addition to which a considerable number of smaller boulders were picked up and moved out of the channel. These boulders were of tough granite, difficult to drill and varied in size from 35 cubic yards to 8 or 10 cubic yards. Certain dangerous boulders at the side of the navigable channel were buoyed and doubtful reaches of the river were swept for possible obstructions, and where these were encountered they were removed.

As a result of the work done, the stretch of river between Mayo and the mouth of the McQuestion river, 68 miles in length, is now in such condition as to require very little future attention.

The chief object of the improvement work was for the immediate and urgent rendering safe of the Stewart river for navigation to Mayo, this being required as a result of the rapid development of mining interests in that locality.

VICTORIA

The reports of previous years work carried out in Victoria harbour are fully described in the annual reports for the years 1913 to 1918 inclusive, operations being suspended on March 31, 1918, owing to war conditions.

Representations were made by the Puget Sound Lumber Company for the provision of additional depth fronting their loading wharf with the object of allowing vessels engaged in the export trade to be loaded at their mill.

The departmental dredge *Ajax* dredged an area 350 by 80 feet to a depth of 25 feet below low water, except at the northerly end of the basin where a slightly lesser depth was obtained owing to silting in of soft material from underneath the wharf subsequent to the departure of the dredge. The nature of the material removed was clay and silt. The work was carried out in the interval July 21 to 26, 1921. The quantity of material removed was 3,272 cubic yards, place measurement.

Discovery Rock—Removal of Rock

It was decided to replace the old swing bridge used by the Esquimalt and Nanaimo Railway Company across Victoria harbour by a new and modern bridge having a single leaf bascule with plate girder approach span for both rail and highway purposes, having a 30-foot roadway with railway tracks and an 8-foot sidewalk. On completion, a clear channel at the bascule opening 120 feet in width will be given with a clearance of 29 feet above low water mark. This bridge was designed in such manner that construction could be carried out without interference with the existing bridge and this is the governing feature in the position of the bascule opening.

With the object of improving the southerly approach to the new bridge the removal of Discovery rock, which lies on the southwesterly side of the approach channel, was commenced during the fiscal year 1916-17 and continued during the

fiscal year 1917-18. The quantity of rock removed was 2,463 cubic yards scow measurement. On March 31, 1918, the departmental plant was laid up owing to war conditions.

The further removal of rock at this point was subsequently authorized and drilling operations commenced at the northerly end of the rock on February 16, by departmental drill plant No. 2, and drilling operations were continued until August 16, 1921. An estimated quantity of 2,509 cubic yards, was blasted. The broken rock (gneiss) was removed by dredge *Ajax* as follows: place measurement, 2,259 cubic yards; scow measurement, 2,299 cubic yards rock and 1,562 cubic yards silt and sand, giving a resultant expansion factor of 70 per cent.

The condition of the work on March 31, 1922, was such that submarine drilling operations were required at various points to be followed by further work by dredge *Ajax*, in order to complete the work.

Hospital Rock

The removal of the above rock was commenced during the fiscal year 1916-17 following the removal of Beaver and Tuzo rocks in its vicinity. This work resulted in the provision of additional width of 80 feet being given at the easterly side of Hospital rock. The work was continued during the fiscal year 1917-18, a further additional width of 80 feet being obtained. The quantity of rock removed was 7,240 cubic yards, scow measurement.

The object of the work is to provide additional space for the Canadian Pacific Railway and Grand Trunk Pacific steamers when manoeuvring before leaving the harbour.

The departmental drill plant commenced work August 5, 1921, at the completion of the drilling at Discovery rock, and engaged until March 31, 1922, and an estimated quantity of 4,618 cubic yards were blasted and the broken rock was subsequently removed by departmental dredge *Ajax*. Additional submarine drilling at points above grade will be required, followed by further work of dredge *Ajax* in order to complete the work authorized. The nature of the material removed was gneiss rock, the quantities being as follows: Place measurement, 1,930 cubic yards; scow measurement, 3,278 cubic yards rock and 115 cubic yards silt, the resultant expansion factor being 75 per cent.

The above work when completed will give an additional width of 80 feet to the navigable channel. The further removal of Hospital rock should be continued in a westerly direction when circumstances permit.

Marine Department's Wharf

Additional depth fronting the Marine Department's wharf for the accommodation of Government vessels berthing thereto, was carried out by departmental dredge *Ajax* in the interval July 27 to 30, 1921, and the following quantity of material consisting of clay and silt removed: Place measurement, 1,323 cubic yards; scow measurement, 1,597 cubic yards, giving a resultant expansion factor of 20 per cent.

A depth of 20 feet at low water was given for the greater portion of an area 420 feet long and 40 wide, slightly lesser depths being given at points where the British Columbia Telephone Company's cables prevented this being done.

Turning Basin, Area "A"

Deepening the turning basin used by vessels of the Canadian Pacific Railway and Grand Trunk Pacific Railway when going astern when leaving the wharves was commenced by departmental dredge *Ajax* December 12, 1921, and by March 31, 1922, the work was 54 per cent completed. The quantity of material, consisting of clay and silt, removed is as follows: Place measurement, 40,824 cubic yards; scow measurement, 57,328 cubic yards, giving a resultant expansion of 40 per cent.

A depth of 25 feet at low water level is being given over an area of irregular shape about 1,400 feet in length and about 400 in width.

In order to complete the above improvement the removal of an additional quantity of about 48,000 cubic yards, scow measurement, is required.

WILLIAMS HEAD

Quarantine Station

The roadway to the station was repaired and arrangements made with the British Columbia Government to take over and maintain the road as a public highway provided that portion be fenced by the Dominion Government, therefore, 531 rods of wire fencing and eight gates at road intersections were erected and work was completed April 6, 1922.

Water line extension.—The residents of Metchosin petitioned for a branch extension of the quarantine water main, and a 2-inch main 800 feet in length, was laid for this purpose.

New Station main.—The new service to the station is giving every satisfaction and is for a five-year period being maintained by the city of Victoria, whereby the revenue collected from the branch services to consumers along the line is divided between the Department and the city. This arrangement is proving advantageous to the department as, when the consumption approximates one-half million gallons the cost to the department for water consumed at the quarantine station has amounted to less than $10 and has resulted, in some months, to the payment of credit balances to the department by the city.

Dolphins.—The large dolphin at the easterly end of the main wharf, which was of untreated piling, was renewed by a dolphin having two alternate rows of vertical piling 28 feet apart braced together with 12 by 12 timbers and supported by 9-inch brace piles. Creosoted timber and piles were used throughout and the dolphin was secured to the shore by means of three cables. The work was carried out by contract in April, 1922.

A new dolphin at the easterly end of the coal wharf consists of nine creosoted piles and is connected with the coal wharf by means of a plank walk, 3 feet wide, to allow of the use of the dolphin for mooring purposes by the steamer *Madge*. The work was carried out by contract during March, 1922.

DREDGING OPERATIONS

Contract Dredging and Dredging by Day Labour, 1921-22

Bear River, N.S.—

Under agreement with Thelbert Rice.
Rock and débris.
Amount passed for payment, $125.
Work commenced August, 1921; completed, August, 1921.
Object of work: Removal of obstructions—rock and débris along river.

Belleville, Ont.—

Under contract No. 13,357, with Frontenac Dredging Co., Ltd., dredge *St. Lawrence.*
Quantity removed: 31,682 cubic yards place measurement at 65 cents per cubic yard, Class B.
Amount passed for payment, $20,593.30; inspection, $370; total expenditure, $20,963.30.

Belleville, Ont.—Concluded.
Work commenced, August 29, 1921; completed, November 19, 1921.
Object of work: Dredging basin at Government wharf to grade depth of 12 feet.
Under agreement, with Frontenac Dredging Co., Ltd., dredge *St. Lawrence*.
Seven and one-half hours at $30 per hour.
Amount passed for payment, $225.
Work commenced October 24, 1921; completed October 24, 1921.
Object of work: Removal of obstructing pile of stones and other material under the south opening of the swing span of the Belleville-Prince Edward County bridge.

Carillon, Que.—
Under days' labour, with District Engineer J. L. Dansereau.
Quantity removed: Six boulders.
Amount passed for payment, $235.19.
Work commenced October 3, 1921; suspended for season, October 19, 1921.
Object of work: Removal of obstructions in Ottawa river, near Carillon, Que., and survey of channel.

Collin's Bay, Ont.—
Under contract No. 13493, with Frontenac Dredging Co., Ltd.
Quantity removed: 68 piles at $3 per pile.
Amount passed for payment, $204; inspection, $10; total expenditure, $214.
Work commenced, December 8, 1921; suspended for season, December 9, 1921.
Object of work: Removing old pile and crib piers.

Courtenay River, B.C.—
Under days' labour with District Engineer, J. P. Forde.
Quantity removed: 35 snags, 15 pile stumps, and 4 boulders.
Amount passed for payment, $424.90.
Work commenced August 17, 1921; completed November 14, 1921.
Object of work: Removal of snags between Highway bridge and Beacon 13—to facilitate navigation of small coasting vessels going to Courtenay, and the navigation of log booms and launches using the river.

Eagle Head, N.S.—
Under days' labour with District Engineer T. J. Locke.
Amount passed for payment, $332.78.
Work commenced June, 1921; completed August, 1921.
Object of work: To increase opening in breakwater to 20 feet long, to allow sand to silt out.

First Narrows, B.C.—
Under days' labour with District Engineer C. C. Worsfold. Snagboat *Samson*.
Quantity removed: 296 boulders.
Amount passed for payment, $930.09.
Work commenced May 26, 1921; suspended for season March 30, 1922.
Object of work: Removal of shoal spots near Parthia shoals.

Fraser River, B.C.—
Under days' labour with District Engineer C. C. Worsfold.
Quantity removed: 1,228 trees and snags.
Amount passed for payment, $1,793.18.
Work commenced June 10, 1921; completed July 30, 1921.
Object of work: Removal of snags from upper navigable portion of Lower Fraser river.

Goderich, Ont.—

Under contract No. 13288 with Wm. Birmingham. Dredges *Goderich* and *Menesetung.*

Quantity removed: 38,000 cubic yards, scow measurement at 45 cents per cubic yard. Class B. Sand, gravel, hardpan.

Amount passed for payment, $17,400; inspection, $1,102; total expenditure, $18,502.

Work commenced, July 28, 1921; completed November 16, 1921.

Object of work: Widening channels and improving berthing conditions in Goderich harbour to general depth of 22 feet.

Grande Anse, N.B.—

Under contract No. 12891 with Miramichi Dredging Co., Ltd. Dredge *Fowlie.*

Quantity removed: 2,852.71 cubic yards scow measurement at 63½ cents per cubic yard Class B, Sand and rock.

Amount passed for payment, $1,811.47; inspection $366.75; total expenditure $2,178.22.

Work commenced June 18, 1921; suspended for season September 17, 1921.

Object of work: Dredging basin 3 to 4½ feet. L.W.O.S.T. and providing facility for fishing vessels to land fish at all tides and to afford shelter.

Wabassa Park (Hamilton), Ont.—

Under agreement with Canadian Engineering & Contracting Co., Ltd.. Dredge. Derrick scow.

Quantity removed: 5,665·48 cubic yards, place measurement at 65 cents per cubic yard Class B, sand and silt.

Amount passed for payment, $3,682.56.

Work commenced July 25, 1921; completed September 27, 1921.

Object of work: Dredging approach basin on southwest side of wharf to accommodate larger craft.

Hatfield's Point, N.B.—

Under agreement with J. S. Gregory. Dredge *Keta.*

Quantity removed: 5,472 cubic yards. scow measurement at 33 cents per cubic yard. Class B. Mud, sand and clay.

Amount passed for payment, $1,805.76; inspection, $6.36; total expenditure, $1,812.12.

Work commenced June 17, 1921; completed June 29, 1921.

Object of work: To clear to depth of 11 feet channel in Belleisle bay leading to public wharf at Hatfield's Point, N.B.

Inverness, N.S.—

Under day's labour with District Engineer C. E. W. Dodwell.

Quantity removed: 3,768 cubic yards, place measurement, class B, sand.

Amount passed for payment, $2,032.65.

Work commenced September 14, 1921; completed October 31, 1921.

Object of work: Dredging entrance channel to 6 feet L.W. and 40 feet wide, to accommodate fishing boats during mackerel season.

Kingston, Ont.—

Under contract No. 12,868 with Frontenac Dredging Co., Ltd. Dredge *St. Lawrence.*

Quantity removed: 15,692 cubic yards, place measurement, at 50 cents per cubic yard. Class B.

Amount passed for payment, $7,846; inspection, $192; total expenditure, $8,038.

Work commenced, July 4, 1921; completed August 8, 1921.

Object of work: Dredging above La Salle Highway bridge, to 16 feet below low water.

Kingston, Ont.—
Under contract No. 13,493, with Frontenac Dredging Co., Ltd. Dredge *St. Lawrence.*
Quantity removed, 3,740 cubic yards, place measurement, at $1 per cubic yard.

Class B.
Amount passed for payment, $3,740; inspection, $110; total expenditure, $3,850.
Work commenced November 11, 1921; suspended for season, December 5, 1921.
Object of work: Dredging to 12 feet below low water at foot of Queen and Princess streets and to 10 feet at south side of wharf at foot of Brock street.

Miramichi River—Horseshoe and Lump (Survey)—
Under day's labour with District Engineer Geoffrey Stead.
Amount passed for payment, $589.02.
Work commenced June 2, 1921; completed July 6, 1921.
Object of work: Survey of Horseshoe and Lump, Miramichi bay, N.B.

Northwest Miramichi River, N.B.—
Under day's labour with District Engineer Geoffrey Stead.
Quantity removed: 27 logs, snags.
Amount passed for payment, $33.55.
Work commenced May 7, 1921; completed June 11, 1921.
Object of work: Removal of snags and other obstructions from Northwest Miramichi river.

Miramichi River and Inner Bay, N.B.—
Under day's labour with District Engineer Geoffrey Stead.
Amount passed for payment, $1,633.71.
Work commenced June 8, 1921; suspended for season, March 13, 1922.
Object of work: To co-operate with Hydrographic survey, to examine and chart river conditions for benefit of navigators.

Monetville, Ont.—
Under day's labour with District Engineer R. deB Corriveau.
Quantity removed: 108 stones, 45 cubic yards rock.
Amount passed for payment, $310.35.
Work commenced, July 25, 1921; suspended for season March 31, 1922.
Object of work: Removal of boulders in Monetville rock cuts.

Port au Persil, Que.—
Under day's labour with District Engineer A. G. Sabourin.
Amount passed for payment, $348.14.
Work commenced August 10, 1921; completed September 2, 1921.
Object of work. Removal of boulders and rock from entrance to harbour to allow free passage of boats.

Port Burwell, Ont.—
Under day's labour with District Engineer H. B. R. Craig.
Amount passed for payment, $149.
Work commenced March 20, 1922; suspended for season March 31, 1922.
Object of work: Repairs to scow for test borings at Port Burwell, Ont.

Port McNicoll, Ont.—
Under day's labour with District Engineer J. M. Wilson.
Quantity removed: 48 tons measurement. Solid rock, clay, boulders, logs, hand-trucks, rubbish.
Amount passed for payment, $1,843.25.
Work commenced June 4, 1921; completed June 17, 1921.
Object of work: Removal of obstructions to improve mooring berths adjacent to warehouse wharf.

Sault Ste. Marie, Ont.—
Under contract No. 13291 with Soo Dredging and Construction Co., Ltd., derrick *No. 24.*
Quantity removed: 7,458 cubic yards, scow measurement. Classes A and B. Boulders, gravel and broken rock.
Amount passed for payment, $20,931.25; inspection, $3,537.17; total expenditure, $24,468.42.
Work commenced May 25, 1921; completed November 9, 1921.
Object of work: Removal of obstructions in St. Mary's river to a depth of 21.5 feet at low water level.

St. Andrews, Que.—North River—
Under days' labour, with District Engineer J. L. Dansereau.
Quantity removed: 118 pieces of old trees and 1 large boulder.
Amount passed for payment, $254.40.
Work commenced September 19, 1921; completed October 8, 1921.
Object of work: Removal of snags between Ottawa river and Government wharf at St. Andrews, Que., and resurvey of channel.

St. John River, N.B.—
Under agreement with R. Roberts' Sons.
Quantity removed: 60 poles.
Amount passed for payment, $40.
Work commenced June 23, 1921; completed June 23, 1921.
Object of work: Removal of fishing weir.

St. John River and Branches and Salmon River, N.B.—
Under days' labour, with District Engineer Geoffrey Stead.
Quantity removed: 290 logs, trees, etc, and 31 pieces plank.
Amount passed for payment, $437.28.
Work commenced July 18, 1921; completed September 8, 1921.
Object of work: Removal of snags.

St. John, N.B.—Deep Water Berths (Sand Point Slip)—
Under contract No. 13466, with J. A. Gregory, dredge *Beacon Bar.*
Quantity removed, 31,398·68 cubic yards scow measurement at 40 cents per cubic yard, Class B, mud.
Amount passed for payment, $12,583.38; inspection, $494.38; total expenditure, $13,077.76.
Work commenced October 27, 1921; completed November 24, 1921.
Object of work: Dredging to 30 feet below low water.

St. Ours, Que.—
Under days' labour, with District Engineer J. T. Girard.
Amount passed for payment, $47.75.
Work commenced April 20, 1921; completed April 26, 1921.
Object of work: Examination of conditions in Richelieu river in the vicinity of St. Ours dam.

Thames and Sydenham Rivers.—

Under days' labour with District Engineer H. B. R. Craig.
Quanatity removed: 2,860 pieces, stumps, roots, etc.
Amount passed for payment, $2,575.55.
Work commenced June 15, 1921; suspended for season September 15, 1921.
Object of work: Removal of snags from:—

1. East Sydenham River—		
(*a*) from upper end of Well's Bend to 3 miles down river..	590	pieces
(*b*) from Tupperville to Wallaceburg..	110	"
2. North Branch Sydenham River—Beecher to 1 mile above Wallaceburg..	740	"
3. Thames River—Prairie Siding to mouth of river..	1,420	"
	2,860	"

Tiffin, Ont.—

Under days' labour, with District Engineer J. M. Wilson.
Quantity removed: 9 tons, 3 large boulders.
Amount passed for payment, $314.
Work commenced June 1, 1921; completed June 3, 1921.
Object of work: Removal of boulders near Elevator wharf of Grand Trunk Railway.

Verdun—La Tortue, Que.—

Under days' labour with District Engineer J. L. Dansereau.
Quantity removed: 408 boulders, 400 cubic yards clay, sand and gravel.
Amount passed for payment, $1,990.85.
Work commenced April 13, 1921; completed September 30, 1921.
Object of work: Removal of boulders and ridges and widening channel to give safer passage to ferry boat between Verdun—La Tortue, Que.

Windsor, N.S.—

Under day's labour with district engineer C. E. W. Dodwell.
Quantity removed: 920 cubic yards mud and 738 of rock.
Amount passed for payment, $2,235.89.
Work commenced July 4, 1921; completed December 10, 1921.
Object of work: Removal of silt and reefs—*Mud* from in front of Government wharf; *rock* from 500 to 700 feet north of Government wharf.

Winnipegosis, Man.—

Under day's labour with district engineer St. Laurent.
Amount passed for payment, $171.
Work commenced July, 1921; completed August, 1921.
Object of work: Survey at Winnipegosis and points on lake.

Yarmouth, N.S.—

Under agreement with District Engineer C. E. W. Dodwell. Under private agreement with Jas. V. Purdy.
Amount passed for payment, $350.
Work commenced October 17, 1921.
Object of work: Repairs to Lobster Rock beacon.

CALENDAR YEAR DEPARTMENTAL DREDGING, 1921—*Continued.*

MARITIME PROVINCES

Dredge	Date	Locality	Material	Quantity Cubic Yard	Cost Locality	Total Expenditure	Cost Per cu.yd
					$ cts.	$ cts.	$ cts.
"No. 1"	20 April-5 May and 3-10 June and 30 Sept.-12 Dec.	Liverpool, N.S. (Inner Channel).	Soft mud, mud, sawdust, fine sand.	58,308	$38,202 19		0·655
"No. 1"	6 May-2 June	Liverpool, N.S. (Bar)	Sawdust, fine sand	16,570	15,061 79		0·908
"No. 1"	11 June-27 Aug.	Campbellton, N.B. (Oak Pt. Shoal).	Sand	74,217	40,598 38		0·547
"No. 1"	29-31 August	Campbellton, N.B. (Traverse)	Sand	6,080	3,286 22		0·540
"No. 1"	1-23 Sept	Campbellton, N.B. (Govt. wharf).	Sand, gravel, small rock.	40,513	19,511 87		0·481
"No. 1"	24-29 Sept	Campbellton, N.B. (South dock).	Soft mud	8,250	5,134 71		0·622
				203,938		$121,795 16	0·597
"No. 2"	13-23 May	Douglastown, N.B. (Lumber Co's wharf).	Mud, sand	8,580	$ 3,829 22		0·446
"No. 2"	24-31 May	Newcastle, N.B. (Robertson's wharf).	Rock, logs, sticks	3,980	2,745 48		0·690
"No. 2"	1-7 June	Nelson, N.B. (Burchill's wharf).	Rocks	1,011	1,878 49		1·858
"No. 2"	8 June-20 Sept	Miramichi river (Grandoon Flats).	Clay, sand, rock, oyster bed.	63,095	26,082 05		0·413
"No. 2"	21 Sept.-4 Nov.	Miramichi River (NorthWest)	Hard sand, clay, logs, rock.	24,610	16,111 62		0·655
				101,276		$50,646 86	0·500
"No. 3"		Not in commission				19,844 88	
"No. 4"	23 June-13 July	New Carlisle, P.Q. (Govt. wharf).	Sand	10,942	$ 6,845 16		0·625
"No. 4"	14 July-3 Sept. 7-19, Sept. 21 Oct.-11 Nov.	Bathurst, N.B. (Tête à Gouche River).	Mud, sand, clay	39,272	29,192 62		0·743
"No. 4"	5-6 Sept	Bathurst, N.B. (Bathurst Lumber Co's. wharf, *Mill No. 1.*)	Clay	380	603 99		1·589
"No. 4"	20 Sept.-1 Oct., Oct. 6-20.	Bathurst, N.B. (Pulp mill wharf).	Silt and mud	12,724	8,791 34		0·691
"No. 4"	Oct. 3-5	Bathurst, N.B. (Bathurst Lumber Co.'s wharf, *Mill No. 2*).	Silt and mud	2,088	1,543 52		0·739
				65,406		$46,976 63	0·718
"No. 5"		Not in commission				24,156 61	
"No. 9"	April 26-May 25 and June 9.	Charlottetown, P.E.I. (Marine wharf).	Mud, sand, rock	17,400	$6,353 37		0·365
"No. 9"	May 26-June 8	Charlottetown, P.E.I. (Pownal wharf).	Mud, clay, sand	7,790	3,127 81		0·401
"No. 9"	June 10-July 9	Charlottetown, P.E.I. (Bruce Stewarts wharf).	Mud, clay, sand, rock.	13,300	4,512 52		0·339
"No. 9"	July 11-28-Aug. 18-23, Aug. 26.	Murray River (Channel)	Soft mud, sand	16,490	4,854 63		0·294
"No. 9"	July 29-Aug. 17-Aug. 24-25.	Murray River (Prowse wharf)	Sand, gravel, shell rock.	12,470	4,756 88		0·381
"No. 9"	Aug. 27-29	Murray River (Becks wharf)	Sand, rock	1,050	586 47		0·558
"No. 9"	Aug. 30-Oct. 22	Victoria, P.E.I (Channel and basin).	Sand, mud, clay	17,030	8,438 58		0·495
"No. 9"	Oct. 24-Nov. 22	Charlottetown, P.E.I. (Full's and Ferry wharf).	Mud. brick clay, rocks.	13,625	5,897 23		0·433
"No. 9"	Nov. 23-Dec. 15	Charlottetown, P.E.I. (Lord's wharf).	Mud, timber, ballast, logs, rock.	12,080	4,593 98		0·380
				111,235	$43,121 47		0·387
"No. 10"		Not in commission				$ 219 80	
"No. 11"		Not in commission				5,501 99	
"No. 12"		Not in commission				2,687 78	
"No. 13"	May 4-11	Sydney, N.S. (Quarantine wharf).	Ledge rock, mud.	1,543	1,957 60		1·262
"No. 13"	May 12-31	Sydney, N.S. (Whitney pier)	Rock, clay, mud, boulders.	7,979	6,816 65		0·854
"No. 13"	June 1-7	Sydney, N.S. (Crawling's creek).	Soft mud, sand, gravel.	3,783	1,747 86		0·462
"No. 13"	June 8	Sydney, N.S. (C.B. Electric Co.'s ferry wharf).	Coal and ashes	50	34 96		0·699
"No. 13"	June 9-July 28	Glace Bay (Bar and channel)	Sand, silt, soft mud, logs.	29,226	10,242 47		0·351
"No. 13"	July 29, Aug. 10, Aug. 14-19.	Little Bras d'Or (Coastal Coal Co. pier).	Sand, mud, rock	5,929	2,691 70		0·454
"No. 13"	Aug. 11-13, Aug. 20, Sept. 7.	Little Bras d'Or (Jesso's point)	Sand, mud	18,099	5,977 68		0·330
"No. 13"	Aug. 25	Little Bras d'Or (Bras d'Or Mine Co. pier).	Mud, rock	708	69 91		0·987

CALENDAR YEAR DEPARTMENTAL DREDGING, 1921—*Continued.*

MARITIME PROVINCES

Dredge	Date	Locality	Material	Quantity Cubic Yard	Cost Locality	Total Expenditure	Cost Per cu.yd.
					$ cts.	$ cts.	$ cts.
"No. 13"	Sept. 8-Oct. 15.	Shunacadie, N.S. (Bar and channel).	Sand, gravel, mud, clay.	29,670	10,277 42		0·34
"No. 13"	Nov. 12-18	St. Peters, N.S. (Narrows)	Clay, rock	2,826	2,796 53		0·989
"No. 13"	Oct. 17-Nov. 11	St. Peters, N.S. (Beaver narrows.)	Rock, clay, boulders	11,933	8,599 51		0·720
				111,746		$51,212 29	0·458
"No. 15"	Spt. 12-Dec. 21.	Eastern Passage, N.S.	Sand, gravel	4,466		$ 4,027 25	0·901
"No. 115"	April 20-May 25, May 27-July 25, Oct. 27-Dec. 9.	Yarmouth, N.S. (Bug Light).	Rock, clay, hard sand, boulders.	14,159	$28,427 93		2·008
"No. 115"	May 26-July 26, Sept. 12, Dec. 10-16.	Yarmouth, N.S. (Evangeline wharf).	Mud, hard clay, rock.	34,578	24,263 88		0·701
"No. 115"	Sept. 13-Oct. 18	Yarmouth, N.S. (Bar)	Mud and sand	14,979	11,360 41		0·758
"No. 115"	Oct. 19-Oct. 26.	Yarmouth, N.S. (Clement's wharf).	Mud	3,040	2,153 64		0·708
				66,756	$66,205 86		0·992
Stone L. No. 1		Not in commission				1,300 30	
Scow No. 104		Repairs				12,427 73	
Scow No. 107		Repairs				3,676 31	
Scow No. 157		Repairs				5,433 52	
Coal Barge		Repairs				625 17	
Water Scow		Repairs				3 75	
Printing, stationery, advertising						451 07	
				Grand	Total	$460,314 43	

Credit for rental or sale of plant, not taken into consideration in expenditure.

ONTARIO AND QUEBEC

"Q. & R.No.1"	April 13-June 8.	Kingsville, Ont. (Wharf)	Hard sand	40,122	$10,173 78		0·253
"Q. & R.No.1"	June 9-17 and Aug. 3-13.	Leamington, Ont	Clay, sand	7,107	1,380 05		0·194
"Q. & R.No.1"	June 18-July 9	Jeannette's Creek, Ont. (Mouth Thames river).	Clay, sand	33,166	6,091 94		0·183
"Q. & R.No.1"	July 11-Aug. 2	Chatham, Ont	Hard sand, clay, gravel.	21,252	4,666 88		0·219
"Q. & R.No.1"	Aug. 15-Sept. 10.	Port Dover, Ont	Hardpan, sand, loose rock.	15,566	3,795 73		0·243
"Q. & R.No.1"	Sept. 12-Nov. 17	Port Stanley, Ont	Hard sand, clay	42,024	8,742 62		0·208
				159,237		$34,851 00	0·218
"No. 102"		Not in commission				97 40	
"No. 103"		Not in commission				5,826 31	
"No. 109"		Not in commission				4,826 02	
"No. 110"	May 30-Sept. 30.	Rimouski, Que	Sand, clay, hardpan.	122,997		71,724 95	0·583
"No. 112"		Not in commission				745 40	
"No. 116"		Not in commission				11,094 82	
"No. 117"	April 1-Aug. 12 and Sept. 14-Dec. 14 and Mar. 23-31, 22	Port Burwell, Ont	Sand, silt, mud, slush, gumbo, quick sand, red clay.	244,696	47,551 25		0·194
"No. 117"	Aug. 13-Sept. 13.	Port Stanley, Ont	Stone cribwork, mud, slush, sand, gravel, clay.	25,455	6,247 88		0·245
				270,151		$53,799 13	0·199
"No. 118"		Not in commission				357 02	
"No. 119"		Not in commission				1,331 41	
"No. 120"		Not in commission				959 15	
"No. 121"		Not in commission				2,326 53	
"No. 123"	April 27-June 7	Louiseville, Que. (Main Channel and Govt. wharf).	Sand, clay	33,165	8,629 11		0·260
"No. 123"	June 30-Aug. 3	St. Maurice River, Que. (Tidewater Shipbuilding Co. wharf).	Sand, clay	29,700	6,611 14		0·222
"No. 123"	Aug. 4-Oct. 21	Batiscan, Que. (Govt. wharf)	Hard sand	69,650	19,336 44		0·277
"No. 123"	Oct. 22-Nov. 18.	Doucet's Landing (Govt. wharf).	Hard sand, clay, stone.	17,900	5,022 36		0·280
				150,415		$39,599 05	0·263
"Harricana"	June 20-Oct. 18	Lake Demontigny, Que	Hard clay	16,837		14,981 58	0·889
"Spare Scows"						640 25	
"Spare Tugs"						2,030 90	
Victoria Island Ship Yard.		Maintenance, Cont. repairs				7,627 26	
Miscellaneous		Telegrams, printing, etc				3,371 38	
					Grand Total	$256,189 56	

CALENDAR YEAR DEPARTMENTAL DREDGING, 1921—*Continued.*

MANITOBA, SASKATCHEWAN AND ALBERTA

Dredge	Date	Locality	Material	Quantity Cubic Yard	Cost Locality	Total Expenditure	Cost Per cu.yd.
					$ cts.	$ cts.	$ cts.
"No. 201"	May 23-Oct. 21	Red River, Man. (Mouth)	Sand, clay	40,365	$12,408 00		0·307
"No. 201"	Oct. 22-Oct. 28	Selkirk, Man. (Repairs slip)	Mud, silt	680	909 99		1·338
				41,045		$13,317 99	0·324
"No. 202"		Not in commission				911 24	
"No. 204"		Not in commission				913 15	
"No. 205"	May 20-31	Selkirk Slough, Man.	Mud, silt	3,831	$2,425 54		0·633
"No. 205"	June 1-Oct. 10	George Island, Man.	Hard sand, boulders	13,200	17,172 59		1·300
				17,031		$19,598 13	1·500
"No. 208"	May 25-Oct. 9, Oct. 18-Nov. 1	Le Pas River, Man.	Clay, boulders	18,600	12,104 71		0·650
"No. 208"	Oct. 10-17	The Pas, Man. (Shelter basin)	Fine sand	1,850	1,205 03		0·651
				20,450		$13,309 74	0·650
"No. 210"		Not in commission				1,581 79	
"No. 201"		New hull under construction				424 13	
"No. 210"		New hull under construction				375 00	
"Plamondon"		Construction of new dredge				2,666 05	
Stationery						37 97	
					Grand Total	$53,135 19	

BRITISH COLUMBIA

"No. 301"	April 1-June 18 Aug. 10-16, Sept. 19-Nov. 30.	Steveston (Wing Dam)	Sand, silt	44,945	$24,926 03		0·55
"No. 301"	Feb. 28-Mar. 15	Victoria (Hospital Rock)	Rock	3,393	3,844 34		1·13
"No. 301"	June 20-30, Aug. 1-9, Sept. 2-3	Victoria (Discovery Rock)	Rock	3,861	4,919 10		1·27
"No. 301"	Sept. 5-15	Steveston (Submerged dam)	Mattress	1,655	1,873 92		1·13
"No. 301"	July 21-26	Victoria (Puget Lumber Co.)	Mud	4,521	1,791 27		0·39
"No. 301"	July 27-30	Victoria (Marine and Fisheries wharf).	Mud	1,597	1,501 91		0·94
"No. 301"	Aug. 17-Sept. 1	Esquimalt (Long Cove)	Mud	13,483	5,222 24		0·38
"No. 301"	Dec. 1-Feb. 8-13-27, Mar. 16-31.	Victoria Harbour (Area A)	Mud, boulders	57,328	23,989 16		0·41
"No. 301"	Feb. 9-11	Esquimalt (Dockyard)	Rock	110	330 70		3·00
				130,893		$68,398 67	0·52
"No. 303"	April 1-4, May 10-28	Sandheads	Sand, silt	73,670	8,990 43		0·122
"No. 303"	April 4-5, May 30-Oct. 8, Feb. 21-28 and Mar. 6-29.	Woodward Cut	Sand, silt	484,524	61,518 05		0·127
"No. 303"	May 9-Mar. 30-31.	Squamish	Silt and gravel	1,989	447 75		0·225
"No. 303"	Oct. 10-11	New Westminster (Govt. wharf).	Sand, silt	2,000	214 92		0·107
"No. 303"	Oct. 12-29, Dec. 14-16.	North Arm Jetty	Sand, silt	30,096	5,032 48		0·167
				592,279		76,203 63	0·128
"No. 305"	April 1-May 14, June 13-July 9, July 27-Aug. 6.	Fraser River (North Arm)	Sand, silt	177,205	17,551 94		0·099
"No. 305"	May 16-24, Sept. 21-Jan. 31.	Nicomen (McDonald Bar)	Sand, gravel	105,770	31,217 86		0·295
"No. 305"	July 11-26	New Westminster, Indian Reserve.	Sand, silt	19,630	3,012 24		0·153
"No. 305"	Aug. 8-31	Hatzic wharf	Sand, silt	41,185	5,672 40		0·137
"No. 305"	Sept. 1-10	Fraser Mills (Can. West Co.)	Silt, debris	6,175	938 88		0·152
"No. 305"	Feb. 1-11	New Westminster (Government wharf).	Silt	3,110	417 28		0·134
"No. 305"	Feb. 13-Mar. 4	Pitt Lake (Govt. wharf)	Sand, gravel	20,695	3,977 20		0·192
"No. 305"	Mar. 6-31	Sumas Prairie	Sand, gravel	78,875	12,101 12		0·153
				452,645		74,888 92	0·165
"No. 306"		Not in commission				5,939 35	
"No. 307"		Not in commission				1,975 04	
Rock Breaker No. 1.		Not in commission				1,026 08	
Rock Breaker No. 2.		Not. in commission				890 69	

CALENDAR YEAR DEPARTMENTAL DREDGING, 1921—*Continued.*

BRITISH COLUMBIA—*Concluded*

Dredge	Date	Locality	Material	Quantity Cubic Yard	Cost Locality	Total Expenditure	Cost Per cu.yd.
					$ cts.	$ cts.	$ cts.
Drill Plant No. 2.	April 1-Aug. 15.	Victoria (Discovery Rock).	Gneiss rock	2,431	19,945 33		8·20
Drill Plant No. 2.	Aug. 16-Mar. 31.	Victoria (Hospital Rock)	Gneiss rock	4,618	38,975 12		8·44
				7,049		58,920 45	8·35
Tug *Petrel*		Not in commission				$ 1,085 94	
Tug *Point Grey*		Not in commission				704 10	
Tug *Point Hope*		Not in commission				507 07	
Printing and Stationery.						414 00	
Advertising						261 33	

PLANT UNDER DISTRICT ENGINEER DONCASTER

"No. 302"	Nov. 13-14	Proctor	Sand, gravel	248	$ 188 45		0·759
"No. 302"	Sept. 24-Mar. 31.	Kootenay Landing	Clay, silt	24,670	15,983 62		0·647
				24,918		16,172 07	0·649
"No. 304"		Not in commission				109 85	
"No. 311"		Not in commission				662 45	
						$308,159 64	

DRY DOCKS

CHAMPLAIN DRY DOCK

During the fiscal year, the contractors replaced defective work that had not been built in conformity with plans and specifications.

Work was done outside of the contract by day labour, under direction of the resident engineer, and consisted in the installation of an 8-inch cast-iron water main, 1,200 feet long, with four hydrants, to connect with the water system of the town of Lauzon, and an elevator shaft and tunnels were excavated, lined with reinforced concrete, steel doors installed at the entrance of each tunnel, a building erected to receive the elevator machinery, steel stairs placed around the elevator pit and everything made ready to install the elevator.

Although not yet complete, the dock has been in operation since 1918, under agreement with the Davies Shipbuilding and Repairing Co., but on May 3, 1921, the Department took over the operation of the dock, accepting dockage dues from vessels, while not releasing the contractors from the completion of their contract.

It is expected that the dock will be finally completed during the coming fiscal year, and is estimated that the total cost of the dock complete, including site, will be approximately, $4,100,000.

ESQUIMALT DRY DOCK

(NEW)

Tenders were invited in September, 1920, for the construction of a drydock in Skinner cove, Esquimalt harbour, of the following general description: Length from outer caisson stop to head wall, 1,150 feet; width of entrance, 125 feet on sill and 135 feet at coping level; depth on sill at ordinary high water spring tides, 40 feet. The plans of the dock call for two inner sills located 400 feet and 750 feet from the entrance sill respectively with an emergency sill 20 feet outside the

entrance sill. The outer and inner entrances will be closed by floating caissons, two to be provided, although these caissons as well as the mechanical equipment and buildings were not included in the work advertised.

Briefly the work advertised consisted of the following:—

1. The construction of a substantial cofferdam to enclose the area within which the works were to be built, the unwatering and keeping free from water of the enclosed area during the construction of the works, and the removal of the cofferdam on its completion.

2. The necessary excavation, both earth and rock, over the area to be occupied by the dock, part of the entrance pier and channel, pump wall, drains, culverts, etc.

3. The dredging of an entrance channel or any other area required.

4. The construction of a dry dock complete, of concrete walls provided with the necessary bollards, keel blocks, etc.

5. The construction of an elevator shaft and the necessary tunnels, and the furnishing and installation of an elevator and enclosed stairs.

6. The construction of a landing wharf at the entrance of the drydock.

7. The construction of a standard gauge railway track on each side of the dock and along the landing wharf.

In January, 1921, the contract for the work was awarded to the P. Lyall & Sons Construction Company, Limited. The date of the signing of the contract was February 17, 1921, and the amount, based on the schedule of quantities attached and the contractor's unit prices, was $4,217,400. The date set for completion is January 6, 1924.

Work was commenced March 14, 1921, when the contractors started dredging the overlying material in the basin, and they had removed 16,200 cubic yards of material prior to the commencement of the fiscal year 1921-22.

Permission was granted to construct a cofferdam to enclose only the inner 600 feet of the dock to enable the contractors to make an early start on the rock excavation below low tide while the construction of the main cofferdam around the whole area to be unwatered was in progress. The type of dam used is a rubble mound 14 feet at the top, which is 4 feet above high tide, with 1½ to 1 slopes with clay deposited on the outer face. Considerable difficulty was experienced in preventing the action of the tide and waves from flattening the slope of the clay mat and leakage developed above low tide level. Eventually in October, a timber breastwork of round piles supporting 6 by 12 inch sheet piling was driven at a distance of 70 feet from the centre of the dam and extending from shore to shore. This breastwork effectually stopped the movement of the clay and since its completion in November, the cofferdam has been water-tight.

All the dredging within the area of the first cofferdam and that on the site of the cribs of the proposed landing wharf, has been completed, the amount removed during the fiscal year 1921-22 being 101,520 cubic yards.

The earth excavation overlying the rock has been completed, the amount removed being 22,310 cubic yards.

The rock excavation above elevation 8 above zero, which is the dividing line for purpose of payment, is complete with the exception of a few thousand yards, the amount removed during the year being 85,991 cubic yards.

In October, the water in the area behind the cofferdam had been pumped to a sufficiently low level to permit the commencement of the rock excavation below elevation 8 above zero, and the work on this item has proceeded steadily since. The amount removed totalled 71,118 cubic yards, while at the end of the year a further yardage of 14,816 had been drilled and blasted but not excavated.

At the end of the fiscal year, over three hundred feet of the length of the dock had been excavated to the lines and grades required for concreting, while the area to be occupied by the pumphouse had been excavated to an average depth of 22

feet below low tide. In this latter area, the drilling and blasting had been carried 8 feet lower but all of the rock was not removed. The amount of rock in trenches removed during the year was 1241 cubic yards.

The thirty bollards required for the sides of the dock were all cast and delivered.

Of the 800 keel blocks required, 147 had been delivered, inspected, and included in the estimates.

The six-inch cast-iron water main to supply fresh water from Admirals Road main of the Esquimalt water system to and around the dock was constructed from Admirals Road to the head of the dock, 863 lineal feet being laid to date.

When the dredging over the site of the cribs forming the landing wharf was in progress it was found that the material encountered was so soft and unstable that it was necessary to excavate to a much greater depth than anticipated. This in turn made necessary the depositing of a greater tonnage of rubble stone than the original schedule called for. During the fiscal year, the tonnage placed was 54,512, and the mounds, both for the landing wharf and the wing crib south of the entrance of the dock, require now between four and five thousand tons to complete them.

The sub-structure of the landing wharf is to be composed of timber cribs 100 feet long, 40 feet wide and 35 feet high, sheathed with reinforced concrete and sunk on the prepared rubble mound so that the top is at an elevation of 3 feet above low tide. These cribs are then to be ballasted and a concrete coping to elevation 14.5 constructed on top with filling behind.

Work was commenced on the construction of these cribs in August, 1921, and up till March 31 two had been completed to the 35-foot level, two to the 28-foot level, one to the 20-foot level, and one to the 10-foot level.

Thirteen bollards are required for the superstructure of the landing wharf, and these have all been delivered and inspected.

OLD ESQUIMALT DRY DOCK

Thirty-one ships were docked during the year ending March 31, 1922, for cleaning, painting and repairs. Besides docking and undocking the above ships, the staff has been employed in keeping the grounds in a presentable appearance and keeping the dock in readiness for any business offering.

A new 6-inch centrifugal pump has been installed to take the place of the old one which was worn out.

LOCKS AND DAMS

RIVIÈRE DE LIEVRE LOCK AND DAM

Reconstruction of Training and Landing Piers

A contract was entered into for the construction of 243 lineal feet of concrete training and landing piers, 123 feet long upstream and 119½ feet downstream of locks, averaging 4 to 7½ feet wide in the bottom to 2 feet wide on top, built to elevations +5 feet, +8 feet, +11 feet and +14 feet on the upstream section and to elevations +7 feet, + 10 feet, + 13 feet and +16 feet, from 4 to 8½ feet wide in the bottom and 2 feet wide on top, in the downstream section. Work was completed November 26.

BRIDGES AND ROADS

BANFF

New Bridge over Bow River

(Described in the annual report for 1921.)

The construction of a new bridge 420 feet long, 56 feet wide and 82 feet above water level, consisting of four spans of 88½ feet each and two approaches was started October 22, 1920, and completed October 26, 1921.

EDMUNDSTON, N.B.—MADAWASKA, ME.

International bridge

This structure spans the St. John river between the above-named points, and consists of four 235-foot steel spans supported upon three concrete piers and two shore abutments. The contractors for the substructure were D. C. Burpee & Son of Devón, N.B.; work was started in May and completed in November, 1921. The contractors for the superstructure were the Canadian Bridge Co., of Walkerville, Ont.; work on the superstructure was started in November, 1921, and finished in March, 1922. The flooring and approach, being built by day labour, is not yet completed.

The estimated total cost of this bridge is placed at $324,000, of this amount the sum of $266,944 has been expended; one-half by the State of Maine and the other by the Dominion of Canada.

The bridge will be open for traffic by the end of September, 1922.

GOVERNMENT TELEGRAPH SERVICE

D. H. Keeley, General Superintendent

Location of lines	Year Constructed	Length of lines			No. of Offices	Messages sent	
		Miles of pole line	Miles of wire	Cables		1921	1922
Newfoundland	1883	14	14		2		
Nova Scotia	1880–1916	824¼	950¾	37	164	34,311	27,326
New Brunswick—							
Chatham-Escuminac	1885–1919	86½	109½		36	6,970	7,779
Bay of Fundy	1880–1916	64¾	82¼	35	21	5,525	5,263
Quebec—							
Magdalen Islands	1880–1910	111½	140	73½	20	4,232	3,932
Anticosti Island	1881–1890	251½	251½	65¼	9	853	1,106
North Shore St. Lawrence	1881–1915	1,082	1,082	5½	77	64,012	38,934
Chicoutimi District	1881–1912	479	479		36		14,683
Quarantine System	1885–1912	54¾	152¼	24½	17	12,552	14,590
Quebec County	1909–1914	73	97½		9	10,656	9,441
Timiskaming	1910–1912	104	104		18	2,650	1,700
Ontario—							
Pelee Island	1889–1901			17½		497	345
Saskatchewan—							
Moose Jaw-Willow Bunch	1885–1912	179	212		7		24,440
Battleford-Isle la Crosse Section	1912	288	298		8	27,089	
Qu'Appelle-Onion Lake	1883–1913	397	458		12		
Alberta—							
Onion Lake-Hudson Hope Loops and Branches	1883–1919	793	1,041½		45	66,874	52,367
Athabaska-Fort McMurray and branches	1914–1915	323	323		7		
British Columbia—							
Mainland	1899–1921	1,680	3,088	13½	383	147,375	142,053
Vancouver Island	1896–1914	1,254¾	1,501	89¼	163	132,079	111,025
Yukon—							
Ashcroft-Dawson-Boundary and Branches	1899–1916	3,215½	3,541½		249	120,796	93,197
Queen Charlotte Island	1913–1914	113	113		15		
Total		11,388½	14,038¼	360¾	1,298	636,471	548,181

TELEGRAPH SYSTEMS OF THE DOMINION

As a matter of general interest, pursuant to the statement submitted last year, the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder:—

Canada	Length of lines in miles				Length of conductors in miles				
	Aerial	Underground	Submarine	Total	Aerial	Underground	Submarine	Total	No. of offices
Canadian National Telegraphs	23,169	11	15	23,195	108,843	356·25	105·19	109,304·44	2,004
Government Telegraph Service	11,388½		360¾	11,749¼	14,038¼		360¾	14,399	1,298
Canadian Pacific Telegraph	14,552	51	94	14,697	124,242	1,513	224	124,979	1,519

REVENUE AND EXPENDITURE

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned are given in the following table:—

EXPENDITURE, 1921-22

Telegraph and telephone lines	Construction improvements	Repairs	Staff and maintenance	Total	Revenue
	$		$	$	$
Cape Ray, Newfoundland			500 00	500 00	
Maritime Provinces—					
Bay of Fundy Lines			4,743 36	4,743 36	1,731 94
Cape Breton Lines	648 00		47,702 63	48,350 63	7,927 64
Chatham-Escuminac Line			2,155 56	2,155 56	1,439 18
Pictou Island	8,942 50			8,942 50	
Prince Edward Island and Mainland Cable			14,032 58	14,032 58	
Quebec Mainland—					
Dorchester County Lines			303 93	303 93	327 40
North Shore, East of Bersimis			37,573 85	37,573 85	12,987 74
North Shore, West of Bersimis			21,656 85	21,656 85	2,724 92
Quebec County Lines		1,800 00	3,334 50	5,134 50	1,484 64
Timiskaming Lines			5,627 10	5,627 10	433 75
Quebec Islands—					
Anticosti System			11,802 55	11,802 55	1,026 52
Cable ship "Tyrian"			65,224 40	65,224 40	
Grosse Ile, Isle aux Coudres and Island of Orleans system		171 00	8,065 58	8,236 58	757 02
Magdalen Islands system			10,291 03	10,291 03	2,214 62
Maritime Provinces and Gulf generally			9,502 73	9,502 73	
Ontario—					
Pelee Island system			2,933 22	2,933 22	61 40
Saskatchewan and Alberta—					
Saskatchewan Lines			72,476 99	72,476 99	7,653 11
Alberta Lines	10 80		112,504 44	112,515 24	28,832 87
British Columbia and Yukon—					
Ashcroft-Dawson system	20,637 25		264,319 29	284,956 54	108,254 00
British Columbia Mainland system	21,635 61	20,996 89	106,883 97	149,516 47	64,339 31
British Columbia-Vancouver Island system	1,932 95		144,120 72	146,053 67	47,935 28
Telegraph Service generally			1,585 83	1,585 83	
Totals Telegraph and Telephone Lines	53,807 11	22,967,89	947,341 11	1,024,116 11	290,131 34

DEPARTMENTAL TELEPHONE SERVICE

Up to date of this report (April 1, 1922) the telephone connections with the central office of the Bell Telephone Company at Ottawa, listed as chargeable to the special appropriation, numbered 2,087, the annual charge for which amounts to $70,594.76. The connections are distributed amongst the several departments, as hereunder:—

Department	Number of telephones				Total	Cost per Annum
	Office		Residence			
	Direct	Extn.	Direct	Extn.		
						$
Agriculture	46	54	7	3	110	3,865 64
Air Board	1	1			2	72 84
Air Board, Private Branch Exchange	30				30	909 00
Auditor General	15	12			27	1,044 06
Canadian Trade Commission	2				2	115 92
Chief Electoral Officer	1	5			6	102 60
Civil Service Commission	25	15	4	1	45	1,819 20
Conservation Commission	4	1	1	1	7	297 96
Customs	42	10	4		56	2,723 76
Dominion Archives	4	4	1	1	10	334 56
Exchequer Court	2	3			5	158 04
External Affairs	13	5	3	2	23	947 52
Finance	6	7	2		15	528 95
Finance, Income Tax, Private Branch Exchange	8				8	330 12
Finance, Private Branch Exchange	38				38	1,645 92
Government House	7	1	7	4	19	708 36
Government House Private Branch Exchange	18				18	588 12
Government House, Private Line						161 64
Health	1				1	57 96
Health and Statistics, Private Branch Exchange	20				20	687 12
House of Commons	6	2	2		10	409 44
House of Commons and Senate Private Branch Exchange	87				87	3,148 20
House of Commons and Senate Private Branch Exchange Sessional	229				229	3,079 01
Immigration and Colonization	16	10	2		28	1,155 24
Indian Affairs	13	1	1		15	791 64
Industrial Research Council	2	1			3	133 80
Interior	134	46	3	1	184	8,681 72
Interior Soldiers' Settlement Board	17	10			27	1,140 12
Insurance			1		1	33 36
Justice	21	11	5	1	38	1,504 20
Labour	8	13	1	3	25	681 24
Library of Parliament			2	1	3	79 08
Marine and Fisheries	1	1	3	1	6	185 28
Marine and Naval Private Branch Exchange	104				104	2,704 08
Militia and Defence	20	9	3	2	34	1,723 44
Militia and Defence Private Branch Exchange	194				194	5,693 64
Mines	26	11	1	1	39	1,727 40
Mines Private Branch Exchange	36				36	935 64
Naval	3	1	1		5	214 56
North West Territories	1	2			3	85 20
Patents	6	2	1		9	405 84
Patriotic Fund Committee	1	3			4	102 60
Post Office	44	9	5		58	2,830 80
Printing and Stationery	1	1			2	57 96
Printing and Stationery Private Branch Exchange	49				49	1,578 36
Privy Council	7	2	5	2	16	588 96
Public Works	61	24	5	3	93	4,018 92
Purchasing Commission, Private Branch Exchange	12				12	570 48
Railways and Canals	24	10	7		41	1,966 68
Railway Commission	18	9	1		28	1,217 88
Royal Canadian Mounted Police	36	16	2	1	55	2,350 80
Secretary of State	15	5	2	1	23	1,029 60
Soldiers Civil Re-establishment	3		3	1	7	271 44
Soldiers Civil Re-establishment, Private Branch Exchange	134				134	3,756 00
Supreme Court	5	3	1	1	10	385 68
Trade and Commerce	19	11	2	1	33	1,337 64
	1,636	331	88	32	2,087	70,594 76

NEWFOUNDLAND

The line from Port au Basque to Cape Ray continues to be operated as heretofore under an arrangement with the Anglo-American Telegraph Company.

CAPE BRETON

The various lines comprising the Cape Breton system, consisting of telegraph and telephone circuits have been satisfactorily maintained during the past year.

There have been no delays to business due to prostration of lines. It is to be regretted that the volume of business fell off during the last fiscal year due to general depression and more especially to the curtailment of coal and pulpwood operations.

BAY OF FUNDY

Both telegraph and telephone circuits worked well during the past year. On the many short stretches of cable forming part of this system only four interruptions took place; repairs were effected without delay.

CHATHAM—ESCUMINAC

This line, which was built in 1885, and operated as a telegraph line with six offices on its circuit is now operated as a telephone line with thirty-six offices.

MAGDALEN ISLANDS

Reorganization of the telephone service given on these islands is now under consideration by the department.

ANTICOSTI

The usual repairs were effected during the year. Although the weather was rather severe as a whole during last season the service given was continuous. The revenue was almost double that of the previous fiscal year.

NORTH SHORE ST. LAWRENCE

This line received a thorough overhauling under the supervision of the general repairers, over 900 poles have been replaced and five hundred braces put in. The working condition of the line has been very satisfactory.

QUARANTINE LINES

Much trouble was had during the past season with the cables forming part of this system due to ice crushes, but repairs were effected in all cases with the least possible delay. In effecting these repairs about four miles of cable was used. Notwithstanding heavy snow and sleet storms, the land lines gave good service throughout the year. No changes in location or extensions were made.

QUEBEC COUNTY LINES

The work of repoling these lines was completed in September and as a consequence of the reconstruction, there has been a great improvement in the efficiency of the wire service.

TIMISKAMING

Apart from the usual repairs nothing of importance is to be reported in the way of changes on this system. The lines gave good service all the year. No new offices opened or change of location took place.

PELEE ISLAND

The cable connecting Pelee Island with the mainland gave good service from July, 1921, to March, 1922, when it was interrupted by an ice shove on the Leamington side, which subjected a stretch of some four miles to a very great strain parting the core.

SASKATCHEWAN

There is nothing of importance to report on the operation of this system, which gave a uniform satisfactory service throughout the year. Business on the whole has been fairly good and compares satisfactorily with that of the previous year.

ALBERTA

In the early part of the year, very severe storms swept the northwest section of Alberta doing much damage to our lines. However, due to the splendid work of the linemen no serious delays occurred to business. Five and a half miles of new construction were added to last years mileage due to the moving of the line from its former location to the roadway between Onion lake and Edmonton.

BRITISH COLUMBIA MAINLAND

Good service was given over this system during the past year. The following extensions were constructed:—

	Miles
Fairmont Springs to Canal Flats	18½
Mt. Olie to Vavenby	35
Celistia to Anglemont	9
Lumby to Sugar Lake	34
Sorrento to Blind Bay	4
Campbell Range to Robin Range	12
Slocan City Exchange	1
	113½

VANCOUVER ISLAND

The various lines comprising this district were operated throughout the year with very few interruptions. On the occasions when trouble occurred on land lines or cables, repairs were effected with a minimum of delay and expense.

YUKON SYSTEM

The operation of the main line during the year has been satisfactory in every respect.

General repairs were carried out on the various sections of the main line, but only such repairs as found absolutely necessary were undertaken. The following new construction was carried out during the year:—

	Miles
Kelley's Lake to Canoe Creek	47
100 Mile House to Canim Lake	23
Francois Lake to Ootsa Lake	60
	130

Traffic fell off considerably during the year due to general business depression and the closing down of several mining properties along the line.

CABLE SHIP *Tyrian*

Report of operations from April 1, 1921, to March 31, 1922.

1921

April 1 to May 14 in dock at Halifax, N.S.
May 15 Sunday.
16 Received orders for repair of Scatarie cable. Fog and rain to-day prevented adjusting of compasses.
17 Tested compasses and proceeded for Scatarie.
18 Arrived at Scatarie, repaired cable and went to North Sydney for coal.
19 Made arrangements for getting coal.
20 Took in coal and water, and sailed for Crane Island, Que.
21 and 22nd, at sea.
23 Anchored at St. John, Isle of Orleans. Strong gale.
24 Brought Mr. Pouliot, the Dist. Supt., off and moved to Crane Island.
25 to 27. Repairing Crane Island-Montmagny Cable.
27 Went to St. Francois to repair Isle Reaux Cable.
28 to 30. Repairing St. Francois-Isle Reaux Cable.

June 1 Landed Mr. Pouliot at St. John, took aboard four cable reels and proceeded to Quebec.
2 Made arrangements for shipping one knot of cable to Leamington, Ont.
3 Reeled the above cable.
4 Shipped reel of cable by rail, took aboard water, etc.
5 Sunday.
6 Moved down to Crane Island wharf and brought off the old Montmagny cable.
7 Went to St. Francois, landed the above cable.
8 Went to Isle Coudres, repaired this cable and sailed for repair of Bryon Island Cable.
9 At sea.
10 Arrived at Grosse Isle, Magdalen Islands.
11 to 16. Repairing Bryon Island Cable.
16 Went to Bay St. Lawrence for repair of St. Paul Island Cable.
17 to 21. Repairing St. Paul Island Cable.
22 to 24. Bringing coal from Neils Harbour to Bay St. Lawrence.
25 Went to Entry Island, repaired this cable and sailed for Gaspé, Que.
26 Sunday. Anchored at Gaspé.
27 Crossed over to South West Point, Anticosti, and repaired cable.
28 Went back to Gaspé for orders.
30 Received orders to pick up remnant of Long Point Cable.

July 1 Went to Mechastic Bay, Anticosti.
2 to 7. Picking up what was left of Long Point Cable.
8 Went to Gaspé.
9 Received instructions to lay a new cable from Pictou to Pictou Island, N.S., and proceeded to Pictou.
10 to 14. Laying the above cable.
15 In Pictou, N.S.
16 Sailed for North Sydney.
17 Sunday. Informed of trouble in Big Bras d'Or Cable.
18 Repaired the above cable.
19 Sailed for Halifax, N.S.
20 Arrived at Halifax.
21 to Aug. 9. Doing repairs.

Aug. 10 Sailed for Tancook, N.S.
11 and 12th. Repairing Tancook Cables.
13 Went to Cape Negro Island. Repaired this cable.
14 Went to Half Moon Island.
15 and 16. Repairing Half Moon Island Cable.
17 Went to Petite Passage and examined cable there.
18 Proceeded on Gannet Rock Cable repair.
19 to 24. Repairing Gannet Rock Cable.
24 Repaired Hay Island Cable and went to Duck Island.
25 Repaired Duck Island Cable and went to East Port, Maine.
26 Took in fresh water. Took cable hut away from Chocolate Cove and put it up at Cummings Cove.
27 Brought the hut from Wilsons Beach aboard, for use elsewhere.
28 Sunday. Went to Flaggs Cove and sailed for Grand Passage.
29 Put up new Cable Box and make new connections at the Long Island end of the Grand Passage Cable.
30 Thick fog.
31 Went to Seal Island, N.S.

1921

Sept. 1 to 6. Repairing Seal Island Cable.
7 Sailed for Halifax, N.S.
8 Arrived at Halifax.
9 Repaired Lawlors Island Cable.

Dec. 4 Sailed for repair of Eastport-Campobello Cable.
5 Went in to Woods Harbour for shelter.
6 Strong gale.
7 Snowing.
8 Sailed for Welchpool, N.B.
9 Arrived at Welchpool.
10 to 13. Repairing Eastport-Campobello Cable.
14 Went to Seal Cove, Grand Manan, and repaired Big Wood Island Cable.
15 Sailed for Halifax.
16 Arrived at Halifax.
19 Went to Furness Wharf and took aboard five knots of new Deep Sea Cable.
28 Sailed for repair of St. Paul Island Cable.
29 Arrived at North Sydney.
30 Started coaling and had to stop on account of gale of wind and snow storm.

1922

Jan. 6 Bunkered ship.
7 Started for St. Paul Island, ran into snow storm and had to return.
8 Went out to St. Paul Island but too much sea on. Came back to North Sydney.
9 Ice making in the harbour.
10 Snowing.
11 Making ice.
12 Strong gale.
13 Gave it up for this season and sailed for Halifax. Went in to Louisburg for the night.
14 Started again and went in to White Head for the night.
15 Arrived at Halifax.
17 Received instructions to repair Imperial Cable off Halifax.
19 to Feb. 7. Repairing the above cable.

Feb. 8 to March 31. At Halifax.

Cable handled by the "Tyrian" for the season of 1921 and 1922

DEEP SEA CABLE

1921			Knots	Knots
April	1	Cable on hand	7.30	
May	16	Laid at Scatari Island		.16
	27	Laid at Montmagny, Que.		2.66
June	3	Sent to Leamington, Ont.		1.00
	8	Laid at Coudres Island		.10
	16	Picked up at Bryon Island	4.10	
		Laid at Bryon Island		4.20
	18	Picked up at St. Paul Island	.50	
		Laid at St. Paul Island		.78
July	8	Picked up at Long Point	6.57	
		Reduced to Boat Cable		.47
	14	Laid to Pictou Island, N.S.		6.10
Aug.	13	Laid Cape Negro Island		.50
	16	Laid Halfmoon Island		.80
	23	Laid Gannet Rock		.44
Sept.	5	Picked up Seal Island, N.S.	2.13	
	6	Laid Seal Island		2.59
		Condemned		.10
Dec.	13	Laid Eastport-Campobello		.50
	14	Laid Big Wood Island, N.B.		.20
	19	Received new cable	5.00	
1922				
Mar.	31	Cable on hand		5.00
			25.60	25.60

FOR BOAT WORK

1921			Knots	Knots
May	18	Cable on hand	.95	
June	1	Laid St. Francois-Isle Reaux		.75
	18	Picked up St. Paul Island	.08	
July	14	Picked up Long Point	.72	
Aug.	12	Laid Tancook, N.S.		1.00
			1.75	1.75

SHORE END CABLE

1921		Knots	Knots
April 1	Cable on hand	1·25	
July 14	Picked up Long Point	·25	
	Laid Pictou Island		·45
Dec. 13	Laid East Port-Campobello		·90
1922			
Mar. 31	Cable on hand		·15
		1·50	1·50

FOUR CORE CABLE

March 31 Cable on hand .. .. 1·19 knots

TWO CORE CABLE

March 31 Cable on hand.. .. .. 1·37 knots

COLLECTION OF REVENUE

By E. T. Smith, Collector of Public Works Revenue

For the financial year ended March 31, 1922, the revenue accrued from public works was as follows:—

Slides and booms	$ 297 31
Graving docks	112,193 55
Ferries	2,092 00
Rents and sales	171,275 21
	$285,858 07

Thus the revenue accrued was $12,641.27 more than for the previous year, but there was a decrease of $80,955.32 in the amounts collected. The deficit in the collections arose from certain disputed accounts, of which an explanation appears herein under the heading of rents.

From slides and booms the revenue was $297.31, being $49.45 less than the previous year. From graving docks the revenue was $46,275.40 more than in 1920-21. There was an increase of $53 in the revenue for ferries. The revenue accrued from rents and sales was $33,637.68 less than the previous year.

Turning to the collections from public works amounting to $200,805.10, this is a decrease from the previous year of $80,955.32, an explanation of which will be found under the respective heads hereunder.

While the department has been divested of the maintenance and operation of the slides and booms in the Ottawa district, the St. Maurice district and Saguenay district, with regard to the first named, under the terms of the lease the lessees are to pay over to the Government at its termination any surplus that remains after the cost of operation and maintenance have been defrayed from the tolls collected, which are regulated as to amount by His Excellency the Governor General in Council. The accounts of the company to whom the St. Maurice Works have been leased have been carefully examined as to expenditure and revenue, but as the settlement of the amount due under the lease to the Department is only to be effected at the expiration thereof (25 years) it would be a waste of time to pay any further attention to this phase of the transaction.

In the Saguenay district, the Chicoutimi Pulp Company, has operated the work for the past four years. As it was found that the actual cost of operation would very greatly exceed any possible revenue, this company was allowed to handle the property, subject to the condition that they keep it in suitable shape for handling the traffic, allowances to be made for wear and tear.

In the Ottawa district, the lease provides that the company shall only levy such tolls from year to year as shall pay for the cost of maintenance, repairs and operation. Consequently there will be no surplus of any kind due to the Government at the expiration of the lease as in the case of the St. Maurice River works. The lease for the Gatineau works provides that the lessees shall pay 90 per cent of any surplus of revenue over cost of maintenance and operation.

An analysis of the variations of revenue will be found under the different heads hereinafter.

SLIDES AND BOOMS

OTTAWA DISTRICT

In order that this report shall contain a clear explanation of the actual accounts of the public works revenue in my charge at the close of the last financial year, it is necessary to repeat what I have so often stated in previous reports, namely, there still remains on the books considerable amounts for slide and boom dues, the greater part of which accrued before July 1, 1889, when the collection of this revenue was transferred to this department, all of which with the exception of a few small items have been reported to the Privy Council and authority asked to have the same written off, but up to the present no decided action has been taken thereon. I would respectfully submit details relative to the several services under their respective heads:—

The balance of dues outstanding prior to July 1, 1889, when this department took over the collection was $56,805.65.

Dues of 1889-90	$6,903 05
" " 1890-91	28 42
" " 1892-93	379 80
" " 1896-97	196 71
" " 1903-04	637 37
Outstanding	$8,145 35

This amount is $1,016.26 less than as last reported, the difference having been written off in adjustment of claim.

Apart from one account of $28.42 which has been recommended to be written off as above stated, all the dues which accrued in the Ottawa district since I took charge in 1889 has been collected.

ST. MAURICE DISTRICT

The amount outstanding previous to my taking charge of this district, namely, $14,690.73, remains unchanged.

Of the dues accrued under the lease of the works to the St. Maurice River Boom and Driving Company, Limited, there still remains a balance of $15,113.35 on March 31, 1922. As the dispute in relation to this has been adjusted, the proper steps are being taken to write off this amount.

NEWCASTLE DISTRICT

The dues accrued amounted to $297.31, which was collected. There is no change in the amount of arrears outstanding, $3,556.89. The reason for retaining control of these works, the cost of which is very trifling in comparison, is that the supply of water is governed by the canal authorities, and it would be to say the least very awkward if the control were handed over to the lumbermen as in the other districts.

GRAVING DOCKS

ESQUIMALT

The revenue for the last fiscal year was $30,657.23, being $4,403.93 more than for the preceding year. During the year, the dock was occupied for 69 days and the total tonnage of vessels docked was 150,134.

CHAMPLAIN

This dock has been operated by the department since May 1, 1921. The revenue received to March 31, 1922, was $40,408.93. It was occupied during the season of navigation for 254 days by 21 vessels of 42,532 tonnage, three of which were

Canadian Government vessels. During the winter of 1921-22, the dock was occupied by steamers *McKinstry, Narragansett, Glenellah, Bellechasse, Eureka, Rouville,* dredges *International* and *Progress* and tug *Witherbee.*

LORNE

During the financial year, the revenue was $33,587.39, being $1,978.39 more than the preceding year. The dock was occupied during the season of navigation for 170 days by 14 vessels of 30,991 tons, three of which were Canadian Government vessels. During the winter of 1921-22, the dock was occupied by the steamer *John S. Thom* and Q. H. C. *Floating Crane.*

KINGSTON

Owing to the general depression in shipbuilding it was decided to continue the reduction of rent to $5,000 a year authorized in 1918 for a further period of four years from May 1, 1920. This rental has been duly paid.

SELKIRK REPAIR SLIP

The revenue for the last fiscal year was $2,540, it being $515.85 less than for the preceding year. The slip was occupied for 94 days by 21 vessels of 3,534 tons. Of these, five were Canadian Government vessels which occupied the dock for 21½ days.

RENTS AND SALES

During the year 1921-22, the revenue accrued from rents and sales was $171,275.21, or $33,637.68 less than the previous year. The collections were $86,221.24 or $117,182.43 less than last year. The accounts stand thus:—

Balance from previous years		$ 14,712 90
Accrued to March 31, 1922		171,275 21
		$185,988 11
Collected	$86,221 24	
Written off	4,659 42	
Balance March 31, 1922	95,107 45	
		$185,988 11

Of the amounts apparently uncollected, an explanation would seem to be in order. In the hydraulic rents, one item of $275 has been before the Department for years, $12.50 and $1 have since been paid, another item of $3 is owing on a cancelled lease and an item of $1 is uncollectable. There is also a balance of $10,600.62 on Dunville Bridge and Dundas and Waterloo Road accounts which came to this department from the Inland Revenue Department in 1909. These two items originated a great many years ago and I am not aware that we were ever furnished with the details but from the condition of the accounts I take it that they are of very doubtful value. Of the remainder, $84,214.33, there is one item of $62,500 which by a readjustment of agreement since the close of the financial year is not payable until the 1st December next. Another item of $3,000 has been allowed against a contra account by a decision of the Department of Justice. An item of $13,117.50 and another of $900 have been paid since the close of the fiscal year. This leaves a balance of $4,696.83 much of which has been also since paid.

The amounts written off, $4,659.42, are nearly altogether composed of commissions for collections allowed to agents, and the cost of upkeep of property expropriated in Toronto, and elsewhere.

In all fairness it may be claimed that in the administration of these properties there are serious obstacles to obtaining as favourable results, rentals, etc., as compared with similiar properties in the hands of private individuals. The latter can

make terms, periods of leases, etc., as seen fit, but we cannot give any assurance in most cases of any more than a thirty-day term as we do not know when some of these properties may be required by the Government. Hence we cannot expect to obtain as good rentals as parties who can give a lease for one or more years, and this condition also makes it difficult for our agents to retain the tenants we may have.

The following is a summary of rents collected from public properties during the year ended March 31, 1922:—

Hydraulic and other rents	$ 3,491 50
Ottawa, Sussex street	2,640 00
" Egan Block	495 08
" Wellington Street North	17,271 64
Toronto Post Office site	13,295 43
Province of Manitoba	110 00
Victoria, Esquimalt, etc., B.C.	2,904 50
Public building sites	39,968 36
Sundry rents	3,163 23
Plant rentals	1,692 00
Sales and Interest	1,189 50
	$86,221 24

FERRIES

The balance outstanding on March 31, 1921, was $1,924.62. During the year ending March 31, 1922, the dues accrued were $2,092, the amount collected was $2,093, leaving a balance of $1,923.62. Of the latter amount $50 has since been paid and $25 should not have been charged up. The remainder consists of old balances which accrued years ago before these accounts were tranferred to this department.

Herewith is a table of Public Works revenue accrued during the year ended March 31, 1922, compared with the previous year, and also statements of the details of revenue of the Esquimalt dock, Lorne and Champlain docks at Levis, the repair slip at Selkirk, Man. and revenue from ferries.

COMPARATIVE Table of Public Works Revenue accrued during the year ended March 31, 1922, compared with that of the fiscal year ended March 31, 1921, and of amounts collected on account of same.

	Year ended March 31, 1922	Year ended March 31, 1921	Increase 1922	Decrease 1922
	$ cts	$ cts	$ cts.	$ cts.
Slides and Booms—				
Ottawa District				
St. Maurice District				
Newcastle District	297 31	346 76		49 45
Decrease $49.45	297 31	346 76		49 45
Graving Docks—				
Esquimalt, B.C.	30,657 23	26,253 30	4,403 93	
Kingston, Ont.	5,000 00	5,000 00		
Levis, P.Q., Champlain Dock	40,408 93		40,408 93	
Levis, P.Q., Lorne Dock	33,587 39	31,609 00	1,978 39	
Selkirk Repair Slip, Man.	2,540 00	3,055 85		515 85
Net Increase $46,275,40	112,193 55	65,918 15	46,791 25	515 85
Ferries	2,092 00	2,039 00	53 00	
Rents and Sales—				
Hydraulic Rents	3,459 00	3,461 00		2 00
Minor Public Works	26 00	26 00		
Other Public Properties	167,790 21	201,425 89		33,635 68
Decrease $33,637.68	171,275 21	204,912 89		33,637 68
Total Accrued—				
Slides and Booms	297 31	346 76		49 45
Graving Docks	112,193 55	65,918 15	46,275 40	
Ferries	2,092 00	2,039 00	53 00	
Rents and Sales	171,275 21	204,912 89		33,637 68
Increase $12,641.27	285,858 07	273,216 80	46,328 40	33,687 13
Total Collected—				
Slides and Booms	297 31	5,873 41		5,576 10
Graving Docks	112,193 55	65,918 15	46,275 40	
Ferries	2,093 00	2,009 67	83 33	
Rents and Sales	86,221 24	203,403 67		117,182 43
Refund		4,555 52		4,555 52
Decrease $80,955.32	200,805 10	281,760 42	46,358 73	127,314 05

ANNUAL Statement of Revenue Accounts of Ferries, for the year ending March 31, 1922

Ferries	Balance July 22, 1918	Balance Mar. 31, 1921	Accrued during the year	In return for:	Deposited to credit Receiver General	Balance
	$ cts	$ cts	$ cts		$ cts	$ cts
Hull	1,736 79					1,736 79
St. Clair Station and Lot Kent	45 83					45 83
St. Leonard and Van Buren	30 00					30 00
Edmunston and Maine	20 00					20 00
Pembroke and Allumette (old)	1 00					1 00
Buckingham and Cumberland (old)	15 00					15 00
Rockliffe and Gatineau Pointe			1,530 00	May, 1921	382 50	
				Jan., 1922	765 00	
				Mar., 1922	382 50	
Walpole Is. and Algonac, Mich			2 00	April, 1921	1 00	
				Mar., 1922	1 00	
Fort Erie and Buffalo		50 00	50 00	June, 1921	50 00	50 00
Sault Ste. Marie			100 00	April, 1921	100 00	
Calumet and L'Orignal			25 00	June, 1921	25 00	
Courtwright and St. Clair			10 00	Feb., 1922	10 00	
Rainy R., Baudette and Spooner			75 00	April, 1921	25 00	
				Jan., 1922	50 00	
Brockville and Morristown, N.Y.			1 00	June, 1921	1 00	
Sand Point and Norway Bay			5 00	July, 1921	5 00	
Buffalo and Point Abinot			50 00	June, 1921	50 00	
Buckingham and Cumberland			10 00	April, 1921	5 00	
				Mar., 1922	5 00	
Walkerville and Detroit			1 00	May, 1921	1 00	
Fassett and St. Thomas d'Alfred			10 00	April, 1921	5 00	
				July, 1921	5 00	
Pembroke and Allumette			130 00	June, 1921	130 00	
Campbellton and Cross Point			10 00	June, 1921	10 00	
Niagara and Youngstown			30 00	July, 1921	30 00	
Prescott and Ogdensburg		1 00	1 00	June, 1921	2 00	
Fort Francis and International Falls		25 00				25 00
Port Lambton and Roberts Landing			2 00	April, 1921	1 00	
				Dec., 1921	1 00	
Rainy River and Spooner			50 00	Feb., 1922	50 00	
	1,848 62	76 00	2,092 00		2,093 00	1,923 62

THE DRY-DOCK AT ESQUIMALT, B.C.

STATEMENT of Dues and other charges collected during the year ending March 31, 1922

Name of Vessel Docked	Tonnage	Period of Dockage		Dockage Charges	Other Charges	Total
		From	To			
		1921	$ cts.	$ cts.	$ cts.	$ cts.
SS. "Canora"	2,382	April 22	April 30	1,825 00	46 20	1,871 20
SS. "Canadian Winner"	5,492	May 2	May 2	200 00	3 00	203 00
SS. "El Lobo"	4,800	" 9	" 11	680 00	12 00	692 00
SS. "Canadian Highlander"	5,496	" 14	" 16	746 90	25 80	772 70
SS. "Princess Charlotte"	3,844	" 26	" 27	200 00	1 20	201 20
SS. "Amur"	907	" 30	" 31	290 70	8 40	299 10
SS. "Canadian Inventor"	8,965	June 6	June 13	4,650 00	33 00	4,683 00
SS. "Canadian Exporter"	5,498	July 13	July 14	200 00	2 40	202 40
SS. "Canadian Importer"	5,498	" 30	Aug. 1	200 00	4 20	204 20
SS. "Canadian Prospector"	5,492	Aug. 13	" 15	200 00	4 20	204 20
SS. "City of Vancouver"	5,697	Sept. 10	Sept. 11	200 00	3 60	203 60
SS. "Caddo"	6,329	" 16	" 28	5,465 00	290 20	5,755 20
SS. "Canadian Importer"	5,500	Oct. 4	Oct. 5	750 00	.....	750 00
SS. "Arizonian"	8,723	" 6	" 15	7,480 00	307 20	7,787 20
SS. "City of Victoria"	5,697	" 19	" 20	200 00	18 00	218 00
SS. "El Lobo"	4,800	Nov. 11	Nov. 12	200 00	7 20	207 20
SS. "Princess Louise"	4,042	" 29	" 30	200 00	17 40	217 40
SS. "Amur"	907	Dec. 5	Dec. 11	550 00	106 80	656 80
SS. "Canadian Importer"	5,500	" 12	" 16	850 00	40 20	890 20
SS. "Margaret Coughlin"	5,825	" 16	" 17	200 00	47 40	247 40
		1922				
SS. "Canadian Traveller"	5,492	Jan. 9	Jan. 11	474 60	75 60	550 20
SS. "Canadian Winner"	5,492	" 14	" 18	849 52	114 00	963 52
SS. "Arizonian"	expenditure cleaning dock				153 25	153 25
SS. "Canadian Scottish"	5,333	Feb. 14	Feb. 15	546 66	3 60	550 26
SS. "Canadian Inventor"	5,500	" 18	" 19	200 00	8 40	208 40
SS. "Canadian Prospector"	5,460	Mar. 9	Mar. 10	200 00	3 00	203 00
SS. "Canadian Freighter"	5,492	" 13	" 14	200 00	2 40	202 40
SS. "Romulous"	5,707	" 14	" 15	200 00	3 00	203 00
SS. "Talaralite"	2,631	" 16	" 17	200 00	2 40	202 40
SS. "Admiral Faragut"	2,141	" 20	" 24	648 40	27 60	676 00
SS. "Canadian Transporter"	5,492	" 24	" 25	474 60	4 20	478 80
	150,134			29,281 38	1,375 85	30,657 23

THE LORNE DRY-DOCK AT LEVIS, P.Q.

STATEMENT of Dues and other charges collected during the year ending March 31, 1922

Name of Vessel Docked	Tonnage	Period of Dockage		Dockage Charges	Other Charges	Total
		From	To			
				$ cts.	$ cts.	$ cts.
SS. "John S. Thom"		Wintering		1,000 00		1,000 00
SS. "Keyingham"		Entry fee		200 00		200 00
SS. "Mapledawn"		"		200 00		200 00
SS. "Alice"		Wintering		606 00		606 00
SS. "Keyingham"	3,656	May 25	June 23	5,815 00	28 25	5,843 25
SS. "Vetch"	2,202	July 17	July 17	1,344 64	80 00	1,424 64
SS. "Mapledawn"	2,404	June 25	July 12	2,198 75	17 50	2,216 25
SS. "Rygja"	3,600	July 17	July 19	892 50		892 50
SS. "Rapids King"		Entry fee		200 00		200 00
SS. "Cartier"	556	April 27	May 3	500 00		500 00
SS. "Arctic"	762	" 27	" 19	1,620 00		1,620 00
SS. "Rapids King"	1,801	July 22	Aug. 25	3,030 00	81 75	3,111 75
SS. "Aranmore"	1,170	Aug. 20	Aug. 25	374 00		374 00
SS. "Beaverton"		Entry fee		200 00		200 00
SS. "Maskinonge"		"		200 00		200 00
SS. "Mapleheat"		"		200 00		200 00
SS. "Innerton"		"		200 00		200 00
SS. "Beaverton"	2,012	Aug. 16	Aug. 25	2,784 50	10 50	2,759 00
SS. "Innerton"	5,276	Sept. 17	Oct. 8	5,202 50	7 50	5,210 00
SS. "Loose"	356	Aug. 16	Aug. 20	400 00		400 00
SS. "Canadian"	2,214	Nov. 5	Nov. 23	2,340 50		2,340 50
SS. "Gyp"	3,290	Nov. 23	Nov. 26	552 50	4 50	557 00
SS. "John S. Thom"		Entry fee		200 00		200 00
SS. "Q.H.C. Crane"		"		200 00		200 00
SS. "Champlain"		Wintering		700 00		700 00
SS. "Mapleheat"	1,692	Oct. 17	Nov. 5	2,010 00	22 50	2,032 50
SS. "Canadian Commander"		Entry fee		200 00		200 00
	30,991			33,334 89	252 50	33,587 39

THE CHAMPLAIN DRY-DOCK AT LEVIS, P.Q.

STATEMENT of Dues and other charges collected during the year ending March 31, 1922

Name of Vessel Docked	Tonnage	Period of Dockage		Dockage Charges	Other Charges	Total Total
		From	To			
		1921	1921	$ cts.	$ cts.	$ cts.
SS. "Canadian"	2,214	May 6	May 7	364 50		364 50
SS. "Canadian Sower"	2,069	June 17	June 20	576 56		576 56
SS. "Mapleton"		Entry fee		200 00		200 00
SS. "Mapleton"	1,781	July 2	July 14	1,194 00		1,194 00
SS. "Vela"	3,589	July 16	July 18	941 36		941 36
SS. "Canadian Miner"	1,766	July 18	July 21	503 84		503 84
SS. "Canadian Settler"		Entry fee		200 00		200 00
SS. "Canadian Raider"		"		200 00		200 00
SS. "Mapledawn"	2,404	July 15	July 18	1,733 75		1,773 75
SS. "Winmount"	1,799	July 23	July 29	578 00	6 00	584 00
SS. "Montcalm"	1,432	May 24	May 28	550 00	10 00	560 00
SS. "Lady Grey"	733	" 24	" 28	500 00		500 00
SS. "Bayfield"	276	June 20	June 22	160 00	80 00	240 00
SS. "Canadian Challenger"		Water supplied			30 00	30 00
SS. "Canadian Raider"	3,384	Aug. 8	Aug. 11	580 00	3 50	583 50
SS. "Canadian Settler"	3,548	Aug. 11	Aug. 25	2,995 00	72 00	3,067 00
SS. "J. A. McKee"	2,158	Aug. 26	Aug. 30	597 92		597 92
SS. "Narragansett"		Entry fee		200 00		200 00
SS. "Manoa"		"		200 00		200 00
SS. "Kamarina"		"		200 00		200 00
SS. "Thunder Bay"		"		200 00		200 00
SS. "Hamilton"		"		200 00		200 00
SS. "Sheba"		"		200 00		200 00
SS. "Maplehurst"		"		200 00		200 00
SS. "McKinstry"		"		200 00		200 00
SS. "Glenellah"		"		200 00		200 00
SS. "Sheba"	2,268	Sept. 7	Sept. 13	868 75	7 50	876 25
SS. "Canadian Sapper"		Entry fee		200 00		200 00
SS. "Maplehurst"	1,297	Sept. 7	Oct. 1	2,010 00	15 00	2,025 00
SS. "Canadian Sapper"	2,800	Oct. 4	Oct. 6	248 00	80 00	328 00
Bge. "Geo. T. Davie"		Entry fee		200 00		200 00
SS. "Thunder Bay"	1,869	Aug. 11	Oct. 22	8,958 00		8,958 00
SS. "Hamilton"	1,613	Aug. 11	Oct. 22	7,994 00		7,994 00
Bge. "Geo. T. Davie"	680	Oct. 22	Nov. 16	1,180 00		1,180 00
SS. "Edmonton"	1,982	Nov. 18	Nov. 29	1,566 25		1,566 25
SS. "Kenora"	1,955	Nov. 18	Nov. 29	1,559 50		1,559 50
H.M.S. "Wistaria"	915	Oct. 22	Nov. 19	1,620 00	25 50	1,645 50
	42,532			40,079 43	329 50	40,408 93

THE REPAIR SLIP AT SELKIRK, MAN.

STATEMENT of Dues and other charges collected during the year ending March 31, 1922

Name of Vessel Docked	Tonnage	Period of Dockage		Dockage Charges	Other Charges	Total
		From	To			
		1921	1921	$ cts.	$ cts.	$ cts.
"Wolverine"	278	April 1	April 30	117 00		117 00
"Wolverine"	278	May 1	May 6	22 50		22 50
"Idell"	54	May 7	May 12	110 00		110 00
"Rocket"	56	May 13	May 17	100 00		100 00
"Amisk"	32	May 17	May 21	110 00		110 00
"Goldfield"	56	May 17	May 21	110 00		110 00
"Grand Rapids"	438	June 13	June 13	87 60		87 60
"Fort Alexander"	316	July 25	July 30	173 80		173 80
"Wolverine"	278	Aug. 9	Aug. 10	69 50		69 50
"Bradbury"	476	Aug. 15	Aug. 31	737 80		737 80
"Tempest"	75	Sept. 2	Sept. 6	70 00		70 00
"Daisy"	58	Sept. 2	Sept. 6	70 00		70 00
"Roddy S."	56	Sept. 7	Sept. 13	130 00		130 00
Barge "Alexandra"		Sept. 16	Sept. 22	130 00		130 00
"Vaughan"	134	Oct. 6	Oct. 7	50 00		50 00
Coal Barge		Oct. 7	Oct. 11	90 00		90 00
"Peguis"	39	Oct. 14	Oct. 15	50 00		50 00
"Wolverine"	278	Oct. 26	Oct. 28	83 40		83 40
"Victor"	26	Oct. 29	Oct. 31	50 00		50 00
"Phyllis Williams"	164	Nov. 2	Nov. 4	90 00		90 00
Dredge "No. 201"	442	Nov. 5	Nov. 5	88 40		88 40
	3,534			2,540 00		2,540 00

REPORT OF THE ACCOUNTS BRANCH

BY A. G. KINGSTON, CHIEF ACCOUNTANT

PART I

EXPENDITURES FROM APPROPRIATIONS GRANTED FOR PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia									
Amherst drill hall, grading, etc	3,837 03								3,837 03
" post office, etc		1,339 80		858 85	580 15	591 72	30 86		3,401 38
Annapolis, entomological laboratory	32 96								32 96
" post office	15,391 03	409 96		1,633 85	478 14	117 41	32 66		18,063 05
" " (temporary)		38 72	275 00	18 50					332 22
Antigonish, post office, etc		379 65	3 10	890 80	622 80	285 58			2,181 93
Arichat, "		362 60		205 38	362 00	133 85			1,063 83
Baddeck "		443 45		775 90	492 50	11 70			1,723 55
Bridgewater "		77 17		876 05	450 37	3 70			1,407 29
Canso, "		847 38		898 40	614 25	423 09	20 00		2,803 12
Dartmouth, armoury		271 68							271 68
" post office (old)		217 58					27 00		244 58
" " (new)				893 25	873 89	497 05	40 00		2,304 19
Digby (Warne Bldg.) Fisheries Inspector's office			200 00						200 00
" post office		625 21	50 00	861 19	515 01	409 68	80 00		2,541 09
Glace Bay, post office		154 79		1,080 00	843 77	228 18	33 00		2,339 74
Guysborough "		774 10		317 22	556 50	428 50			2,076 32
Halifax, (Bellevue Bldg.) Archives office	2,980 42	4,729 73	196 30	2,305 15	1,637 41	0 50			11,849 51
" custom house	2,253 61	976 88	22 04	7,329 73	3,199 17	525 28	590 70	119 28	15,016 69
" Dom. Analyst, (52 Bedford Row)		356 29	1,350 00						1,706 29
" examining warehouse				1,010 49	77 25	105 68			1,193 42
" (Heslin Block) Fisheries Dept		143 20	1,576 40						1,719 60
" immigration building		766 16							766 16
" " office, pier No. 2		216 97							216 97
" Lawlor's Isld. quarantine station	52,952 01	376 65			1,057 80				54,386 46

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1923—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Concluded									
Halifax post office	2,098 31	1,311 18		9,858 50	3,281 82	2,638 24	567 17	514 76	20,269 98
" "Rockhead" public building		1,653 87		243 80	1,090 21	13 37			3,001 25
" Bisset storage, 153 Lower Water St. (P.O. and P.W. Depts.)			300 00						300 00
" (Eastern Trust Bldg.) Inspector of Taxation			507 11						507 11
" Steamship Inspector's office			200 00						200 00
" North end, post office (site)							13 20		13 20
" weights and measures office (229 Hollis St.)			840 00						840 00
" Generally		902 26				289 71			1,191 97
Inverness, post office		953 09		849 20	625 00	274 50	23 25		2,725 04
Kentville, experimental farm	3,949 18				778 83	233 04			4,961 05
" post office, etc		538 60		796 40	487 98	248 78	50 00		2,121 76
Liverpool, "	3,898 21	715 86		784 52	472 50	248 49	18 00		6,137 58
Lunenburg, post office		185 69		799 57	444 41	486 67	59 00		1,975 34
Nappan, experimental farm	2,253 60				234 48	226 85			2,714 93
New Glasgow, post office, etc		358 48		827 80	615 00	745 69	100 00		2,646 97
North Sydney, immigration building		565 25			234 03				799 28
" quarantine station		71 19							71 19
" master and mates office			180 00						180 00
" post office		634 43		862 30	1,353 35	601 78	32 00		3,483 86
" Public Works office (Engineer)			246 00			3 72			249 72
Parrsboro, post office		172 98	7 50	779 95	1,242 01	269 99	52 00		2,524 43
Pictou, custom house		456 07		450 50	635 14	16 42	14 27		1,572 40
" post office		76 73		356 25	1,022 75	181 54	41 40		1,678 67
Shelburne, post office, etc		348 68		849 90	472 55	203 37			1,874 50
Springhill, "		483 75		791 71	582 88	176 66			2,035 00
Stellarton, "			345 83						345 83
Sydney, immigration office		2 33							2 33
" ("Post" Bldg.) Marine and Fisheries		228 00	752 00						980 00
" post office, etc		1,487 37	36 00	718 05	1,562 58	600 35			4,404 35
" quarantine station					315 00				315 00
Sydney Mines, armoury		472 00							472 00
" post office, etc		268 45		785 15	930 05	128 04	37 00		2,448 69
Trenton, "		0 75	583 87		120 00	64 18			768 80

Truro, Agriculture Dept. Seed and food Insp. office			25 00						25 00
" post office		1,258 60		857 02	400 74	696 49	32 00		3,244 85
" " site (Bent House)		674 75							674 75
Westville, post office		367 72		813 00	400 50	273 95	25 00		1,880 17
Weymouth, armoury		683 57							683 57
" post office			100 00						100 00
Windsor "		483 90		856 78	757 37	384 45	50 00		2,532 50
Wolfville "		62 38		836 77	634 25	188 29	19 00		1,740 69
Yarmouth, armoury		581 00							581 00
" post office, etc	11,159 48	744 23		839 65	774 81	535 78	72 00		14,125 95
Nova Scotia Generally—Minor offices throughout the Province		2,027 16							2,027 16
Totals, Nova Scotia	100,805,84	32,278 29	7,796 15	43,911 58	31,829 25	13,792 27	2,059 51	634 04	233,106 93
Prince Edward Island									
Charlottetown, custom house	556 76	657 97	81 00	1,356 88	409 38	26 65	34 00		3,122 64
" experimental farm	1,798 65				794 05	156 17		15 87	2,764 74
" post office, etc	1,107 84	607 21		3,153 49	1,810 21	1,493 33	225 00		8,397 08
" (Prowse block) clerk of works office		2 00	241 25	52 00		7 82			303 07
" (Cameron Block) Supt. of dredges office		2 00	150 00	25 00		21 21			198 21
" generally						10 68			10 08
Georgetown, post office		754 54		302 23	696 81	112 35	10 40		1,876 33
Keppock, quarantine station		70 00			244 17				314 17
Montague, post office		477 85		452 93	497 09	75 80			1,503 67
Souris, post office		274 88		468 06	417 01	192 04			1,351 99
Summerside, post office	1,146 08	149 63		918 51	773 35	654 65	80 32		3,722 54
Tignish, post office		517 78	1 00	959 32	439 00	65 19	2 00		1,984 29
Prince Edward Island Generally—Minor offices throughout the Province		919 58				523 51			1,443 09
Totals, Prince Edward Island	4,609 33	4,433 44	473 25	7,688 42	6,081 07	3,338 80	351 72	15 87	26,991 90
New Brunswick									
Aroostook Junction, immigration office		9 30							9 30
Bathurst, post office, etc		60 36		840 65	503 40	116 77	66 00		1,587 18
Campbellton, post office, etc		610 71		879 95	826 53	431 30	65 00		2,813 49
Campobello, fisheries office		58 87	120 00						178 87
Chatham, post office		34 77	30 40	788 57	712 85	344 10	40 00		1,950 69
" quarantine station					304 11				304 11
Dalhousie, post office, etc		21 08		714 35	248 03	98 06	32 50		1,114 02
Debec Junction, immigration office		9 40							9 40
Edmundston, immigration office		9 70	60 00						69 70
" post office			400 00						400 00

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—Continued									
Fairville, post office		81 62		835 55	827 75	111 54	17 10		1,873 56
Fredericton, custom house (old post office)		282 00		881 26	642 25	199 37	52 46		2,057 34
" experimental farm	2,267 71				783 41				3,051 12
" military hospital				452 90					452 90
" post office		512 06		1,506 42	1,226 35	926 96	53 53		4,225 32
Grand Falls, post office		55 16		882 89	340 90	147 84	33 00		1,459 79
Hampton, post office (Ossekeag)		142 15	25 00	807 06	312 01	22 90			1,309 12
Hartland, post office, etc		226 20		653 30	394 25	60 65	30 00		1,364 40
Hillsborough, post office, etc		27 12		791 40	153 25	147 05			1,118 82
McAdam Junction, immigration office		14 45							14 45
Marysville, post office		40 90		174 52	408 02	58 65	24 00		706 09
Milltown, post office, etc		31 53		860 70	462 66	199 78	39 60		1,594 27
Moncton, armoury	4,593 50								4,593 50
" examining warehouse	859 50	735 00	2,400 00	0 80	106 50	9 50			4,111 30
" Labour Dept		4 50	480 00						484 50
" post office	927 01	927 25		1,072 96	3 56	660 90	134 00		3,665 62
" " additional		48 00	1,100 00		841 50	235 31			2,224 81
Newcastle, post office, etc		313 08		873 45	710 32	641 60	35 00		2,573 45
Richibucto, post office		231 98		796 00	424 24	200 32			1,652 54
St. Andrews, immigration office		9 80							9 80
St. John, custom house	3,492 77	1,744 73	240 52	5,656 15	4,899 19	637 76	2,762 45	184.32	19,617 89
" railway station, mail room		134 00	150 00						284 00
" immigration building	1,500 00	6,606 05	2,105 32		7,770 04	645 65	328 75		18,955 81
" post office (old) Marine, Public Works, etc		1,458 10		3,586 00	2,258 78	526 71	199 97		8,029 56
" post office (new)	2,629 70	2,552 01		12,242 06	3,182 01	1,733 04	498 34	870 00	23,707 16
" Partridge Isld. quar. station	95,454 16	321 57			5,551 19		1,198 65		102 565 57
" savings bank		3,227 67		811 12	795 28	234 69	76 44		5,145 20
St. John West, post office		102 82		418 23	1,202 24	204 12	9 98		1,937 39
" generally		106 15		226 96					333 11
St. Leonard, immigration office		9 30							9 30
St. Stephen, immigration office		9 40	300 00		111 00				420 40
" post office, etc	1,410 52	333 89		808 52	510 16	184 46	77 41		3,324 96
Sackville, armoury		1,793 39							1,793 39
Sussex, post office, etc	45 13	51 22		795 21	368 55	185 71	58 00		1,503 82
Tracadie Lazaretto		772 07		2,270 00	11,385 84	15 00			14,442 91
Woodstock, post office, etc		59 75		883 47	494 29	450 29	47 50		1,935 30

New Brunswick Generally—Minor offices throughout the Province		2,419 12				425 11			2,844 23
Totals, New Brunswick	113,180 00	26,198 23	7,411 24	41,510 45	48,800 40	9,795 14	5,879 68	1,054 32	253,829 46
Quebec—									
Acton Vale, post office		717 85		827 49	332 15	150 43	28 00		2,055 92
Armstrong, custom and immigration building					120 00				120 00
Arthabaska, post office		271 20		944 01	607 93	141 66	100 00		2,064 80
Asbestos, post office			200 00						200 00
Aylmer, post office		330 93		140 68	424 95	216 64	45 75		1,158 95
Beauharnois, post office		3 25	305 00	2 10	279 17	48 29			637 81
Bedford, post office	177 82	1,456 82	183 33			0 40	8 00		1,826 37
Beebe Junction, immigration office		28 70							28 70
Berthierville, post office		32 13		144 97	340 80	61 83	66 00		645 73
Black Lake, post office			150 00						150 00
Brownsburg, immigration office			99 96						99 96
Buckingham, immigration office	3,932 68	24 53		277 55	402 42	129 35			4,766 53
Cap Rouge, experimental farm	7,511 78				1,639 56	10 00			9,161 34
Chicoutimi, post office, etc		157 51	152 32	932 76	640 00	509 55	300 00		2,692 14
Coaticook, immigration office		13 90							13 90
Coaticook, post office, etc		850 52		809 43	562 59	269 62	67 50		2,559 66
Compton, post office			110 00						110 00
Cookshire, post office, etc		444 62		855 23	656 89	138 99	20 00		2,115 73
D'Israeli, post office, etc	1,568 23		210 00						1,778 23
Drummondville, post office, etc		66 56		1,066 07	309 40	94 36			1,536 39
Dundee, custom house		297 09		12 97	245 40	63 00			618 46
East Angus, post office	1,426 57			964 09	445 46	234 30			3,070 42
Farnham, experimental farm	771 05				66 00	46 00	23 00		906 05
" post office	1,943 75	62 00		845 53	579 94	81 60	38 00		3,550 82
Fraserville, post office, etc		497 90	300 00	929 67	606 28	152 20	200 00		2,686 05
Gaspé, post office	1,518 18	20 09	131 25		198 75	40 15			1,908 42
Granby, armoury	263 30								263 30
" post office	5,610 86	411 51		1,044 73	631 81	359 79	150 00		8,208 70
Gross Isle, quarantine station	18,501 27				6,665 40				25,166 67
Hemmingford, entomological laboratory	8 00								8 00
" immigration office			60 00		9 00				69 00
Highwater, immigration office		14 20							14 20
Hull, post office	1,354 64	287 22		159 30	932 27	225 09	387 56		3,346 08
Hull, research laboratory	271 08				954 37	5 58			1,231 03
Huntingdon, post office			750 00						750 00
Iberville, post office	1,090 85			513 99	181 75	33 54	47 50		1,867 63
Joliette, post office, etc		252 66		971 84	1,126 09	271 37	110 00		2,731 96
Jonquières, post office, etc		94 90		885 44	398 33	124 91	19 20		1,522 78
Knowlton, post office, etc		740 24		228 61	117 35	148 67	21 00		1,255 87
Lachine "		594 02		151 46	447 30	153 83	58 34		1,404 95
Lachute "		636 25		841 26	347 49	447 96	37 50		2,310 46
Lacolle, immigration office		79 08	108 00		94 30	9 00			290 38
La Ferme, experimental farm	1,799 99				456 47				2,256 46
Laprairie, post office		149 90		175 40	380 09	113 33	45 00		863 72
L'Assomption, post office		22 08		371 25	393 03	78 75	65 00		930 11

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued									
Lennoxville, experimental farm	6,194 24				626 72	138 11			6,959 07
Lévis, post office, etc		886 24		1,462 68	890 28	168 91	300 00		3,708 11
Longueuil, post office		585 90		828 14	287 79	51 00	62 70		1,815 53
Louiseville, post office		25 20		893 80	362 57	147 95	37 50		1,467 02
Loretteville, post office			137 50			3 00			140 50
Magog, armoury	548 00								548 00
" post office, etc		363 79		1,007 64	491 02	92 92	58 92		2,014 29
Marieville, post office		1,898 78		815 10	414 50	87 54	34 00		3,249 92
Matane, post office		58 10		928 98	460 00	74 20	11 00		1,532 28
Megantic, immigration office		9 30							9 30
" post office		24 43		825 11	925 86	297 67			2,073 07
Mont Joli, post office		51 92	240 00		168 80	69 83			530 55
Montmagny, post office, etc		171 07	49 67	911 50	203 86	131 50	50 00		1,517 60
" D. P. W. storage			29 17						29 17
Montreal (Ames Holden Bldg.), Railways and Canals		88 02	2,225 31	0 95					2,314 28
" (Board of Commerce Bldg.,) 15 St James street			42 50						42 50
" Bonaventure Sta., mail room		63 00	144 00						207 00
" (Coristine Bldg.) Tradeand Commerce			849 96						849 96
" Custom house	2,000 00	5,183 52	47 98	120 21	2,570 70	455 01	944 05		11,321 47
" " canal office		50 00		1 50	10 89	21 56	17 46		101 41
" Examining warehouse (old)	3,376 47	213 03		252 90	7,796 61	1,297 99	1,480 34	591 96	15,009 30
" " " (new)	5,088 64	879 87		432 75	9,585 82	3,322 70	4,074 00	3,039 96	26,423 74
" Forest products laboratory					532 54	1,155 38	422 86	1,831 24	3,942 02
" Immigration building		3,464 85			4,896 92	5,360 43	1,413 05	163,92	15,299 17
" Inland revenue bldg		2,535 81	132 85	6 13	791 28	78 69	232 80	103 14	3,880 70
" (La Sauvegarde) Signal service			435 42						435 42
" Ordnance stores	22,649 97			17 05					22,667 02
" Place Viger station, mail room			211 83						211 83
" post office (main)	34,010 73	1,210 74	281 66	708 58	12,649 14	9,622 12	7,250 28	4,868 04	70,601 29
" " (annex old Herald bldg.)		194 59	5,185 35	10 71	265 11	34 28		124 77	5,814 81
" postal station "A"	1,577 00	306 73		139 15	543 00	365 69	766 50	716 04	4,414 11
" " "B"	1,015 94	2 65		61 15	973 35	343 13	698 40		3,094 62
" " "C"	1,447 35	9 20		36 95	967 57	280 64	787 66		3,529 37
" " "D"		847 48		35 05	763 43	197 05	182 73		2,025 74
" " "E"		493 15		38 05	465 71	162 97	84 70		1,244 58
" " "F"		132 45		47 94	1,043 66	273 02	190 21		1,687 28

" " "H"	1,216 01	140 90	64 00	188 70	3,955 79	960 88	1,571 81	2,603 88	10,701 97
" " "I"		33 88		38 70	683 14	247 73	167 92		1,171 37
" " "M"		3 65	710 00	1 25	76 24	33 93	7 50		832 57
" " "N"		7 55	6,814 80	0 95		221 77	232 80		7,277 87
" " "O"		204 56		56 90	350 23	135 01	68 10		814 80
" " "R" St. Denis ward		54 65	1,200 00	29 10	119 82	79 93	13 00		1,496 50
" " "S"		86 11		44 00	96 70	86 02	116 40		429 23
" " Delorimier Ave		156 19	1,170 00	24 75	3 74	81 25	58 20		1,494 13
" " Hochelaga		441 03		20 60	540 96	131 89	139 68		1,274 16
" " Notre-Dame de Grâce		306 39	2,374 20	22 10		40 25	93 12		2,836 06
" " Outremont		2 65	2,100 00	20 60	412 09	116 61	23 40		2,675 35
" " Ste. Cunégonde		3 50	1,750 00						1,753 50
" " St. Henri		699 13		27 60	344 08	201 29	54 33		1,326 43
" " Verdun, new premises on Wellington street		439 80	337 50						777 30
" " Verdun	4 14	6 47	1,034 28	22 10		16 85	20 25		1,104 09
" (Prince of Wales hospital) armoury	1,572 16								1,572 16
" (Shaughnessy Bldg.), Income tax, etc		4,327 93	25,355 23			679 87	1,018 50		31,381 53
" Westmount inland revenue office		239 05	100 00						339 05
" Windsor station, mail room		133 62	272 50					92 40	498 52
" Generally		6,563 94		182,087 84	1 10	4,925 25	0 75		193,578 88
Murray Bay (La Malbaie), post office, etc	1,168 25	200 00		892 91	862 26	217 89	50 00		3,391 31
Nicolet, post office, etc		67 38		856 63	337 62	219 34	70 80		1,551 77
Nominingue, immigration building		9 00							9 00
Paquetville, immigration office		9 45							9 45
Pierreville, post office		392 83		135 16	282 58	78 22	15 00		903 79
Plessisville, post office		60 74		691 65	497 65	198 31	62 50		1,510 85
Quebec, archives office		2 00	600 00	360 00		20 32			982 32
" Citadel, Governor General's quarters		711 14	33 31	666 48	1,215 48	382 16			3,008 57
" custom house	3,484 59	2,967 52	40 28	5,054 56	4,516 45	688 05	800 00	700 00	18,251 45
" examining warehouse		919 78		3,901 55	1,046 93	261 46	450 00	900 00	7,479 72
" immigration bldgs, (Louise Embankment)	6,874 24	9,351 50			7,908 73	951 94	1,200 00	1,365 00	27,651 41
" immigration detention hospital (Savard Park)	7,777 50	736 66							8,514 16
" immigration detention hospital (Savard Park), Medical Supt's resid'ce			50 00			166 41			216 41
" Marine agency, Kings wharf		1,092 34			887 06		750 00		2,729 40
" observatory		3 50				35 70	50 00		89 20
" post office, etc. (main)	4,436 81	4,774 43	315 76	2,904 86	3,011 59	1,763 45	810 00	1,510 04	19,526 94
" postal station "B"		1 30	4,500 00	54 00		159 40			4,714 70
" " "Candiac"			75 00						75 00
" " Faubourg St. Jean		9 00	2,100 00	63 00		53 27			2,225 27
" St. Roch post office		263 75		753 12	493 48	305 74	375 00		2,191 09
" St. Sauveur post office		751 88		739 67	352 10	234 22	155 00		2,232 87
" weights and measures office		55 71			389 61	19 79			465 11
" generally		709 03		27,822 40		118 80			28,650 23
Richmond, post office, etc		871 13		1,044 09	643 42	231 66	80 00		2,870 30
Rigaud, post office, etc		43 01		343 43	298 59	215 85	11 00		911 88
Rimouski, post office, etc		291 02	95 00	469 33	530 49	212 61	150 00		1,748 45
Roberval, post office, etc		128 93		870 90	637 53	162 68	25 00		1,825 04

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Concluded									
Rock Island, post office, etc		15 58		897 56	645 26	213 45	28 52		1,800 37
Ste. Agathe des Monts, post office		1,204 85		911 02	436 60	179 17	151 00		2,882 64
Ste. Anne de Bellevue, post office		21 00	250 00		85 31	14 14	26 60		397 05
Ste. Anne de la Pocatière, experimental farm	3,013 29				1,035 81				4,049 10
St. Eustache, post office			360 00			26 58	30 00		416 58
St. Félix de Valois, post office			87 00						87 00
St. Gabriel de Brandon, post office		345 63		869 80	434 52	123 89	25 00		1,798 84
St. Georges de Beauce, post office			150 00						150 00
St. Hyacinthe, inland revenue building		542 10		477 34	397 78	23 17	189 00		1,629 39
" post office, etc	1,685 46	244 70		1,558 85	396 44	165 05	189 00		4,239 50
St. Jacques de l'Achigan, post office	288 60	0 20	213 30						502 10
St. Jean, custom house		932 90		323 03	275 50	35 42	60 00		1,626 85
" post office		223 84		391 43	390 90	150 17	600 00		1,756 34
St. Jérôme, post office		347 78		846 20	524 69	71 26	63 98		1,853 91
St. Joseph de Beauce, post office		61 90	250 00			24 96	9 00		345 86
St. Lambert, post office		160 46		847 48	405 94	62 05	26 52		1,502 45
St. Ours, post office	25 75								25 75
Ste. Rose, post office			162 00						162 00
Ste. Thérèse, post office		80 45		930 37	424 93	249 01			1,684 76
St. Tite, post office			150 00		8 00	30 09	45 00		233 09
Sayabec, post office			119 79						119 79
Shawinigan Falls, post office		256 22		1,087 94	802 98	99 12	45 77		2,292 03
Shawville, post office		883 89		801 95	628 96	274 11			2,588 91
Sherbrooke, C.N.R. Station, mail room			300 00						300 00
" Dist. Engineer's office (D.P.W.)			11 55						11 55
" post office, etc	1,072 37	335 54	83 33	1,573 06	927 39	837 82	58 49		4,888 00
" post office inspector's office		41 09	996 00			26 10			1,063 19
Sorel, post office, etc	2,255 05	7 00		1,041 73	1,107 55	535 13	250 00		5,196 46
Stanstead, post office			275 00						275 00
Terrebonne, post office, etc		24 95		349 31	402 68	1 05	17 00		794 99
Thetford Mines, post office, etc		120 54		200 27	449 61	240 00			1,010 42
Trois Pistoles, post office			100 00						100 00
Trois Rivières, post office, etc	1,712 36	424 23	98 90	3,104 35	1,819 04	773 94	4,050 00		11,982 82
Valleyfield, post office, etc		242 60		1,185 90	1,047 64	244 47	90 00		2,810 61
Victoriaville, post office, etc		363 61	1 00	471 31	677 14	123 62	100 00		1,736 68
Quebec Province Generally—Minor offices throughout the Province		2,995 29			321 50	1,924 28			5,241 07
Totals, Quebec	162,244 97	76,457 86	67,472 79	271,755 68	114,421 50	49,697 33	35,631 45	18,610 39	796,291 97

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Sundry Maintenance	Rents	Salaries	Heating	Lighting	Water	Power	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa—										
Parliament Buildings	1,009,670 09				15,458 67	*	13,662 97	33 59	7,898 75	1,046,724 07
" Library, alterations to stack room	9,172 77									9,172 77
Central heating plant, operation for the heating of sundry buildings					20,989 20	156,987 19	487 17		1,042 50	179,506 06
City post office	10,060 76				10,125 00	* 435 67	1,736 91	1,338 65	884 65	24,581 64
Drill hall		4,806 38								4,806 38
Ordnance stores								810 28		810 28
Departmental buildings—										
Daly Building	100,944 40				7,050 00	18,667 85	3,246 58			129,908 83
East Block					5,565 00	*	6,979 86	1,137 27	849 20	14,531 33
West Block	1,812 46				6,245 00	* 398 01	4,743 29	3,186 13	1,318 60	17,703 49
Connaught Bldg. (Stokers)	17,682 00				11,640 00	13,209 35	3,901 81	458 99	4,248 60	51,140 75
Hunter Bldg					14,580 00	30,270 01	5,033 70	716 43	2,666 65	53,266 79
Langevin Block		853 48			7,005 00	*	3,374 84	488 63	1,460 40	13,182 35
Grounds, including Major's Hill Park			2,361 69		960 00	2,365 72	421 49			6,108 90
Heating plant, equipment	2,680 83									2,680 83
Repairs and furniture		223,130 46			452,496 80					675,627 26
Steel fittings	88,682 21									88,682 21
Telephone service			87,537 03							87,537 03
Maintenance of acquired properties—										
Sussex street	914 33				1,860 00	758 02	29 08	125 29		3,686 72
Wellington street, East					3,100 00	1,515 34	267 60	211 40		5,094 34
" West	7,504 28				17,100 00	27,724 30	2,857 43	9,725 62	480 95	65,392 58
Archives Bldg					1,200 00	2,598 08	431 80	107 18	236 00	4,573 06
Astronomical observatory and Geodetic bldg			3,560 08		5,710 00	1,921 89	950 04		77 50	12,219 51
Biological laboratory						102 01	152 13		67 40	321 54
Experimental farm	27,403 98					12,144 95	1,140 90	1,714 89	2,061 00	44,465 72
Fuel testing plant					2,370 00	3,995 43	740 37	314 79	2,640 00	10,060 59
" " " partial reconstruction of ore dressing plant	1,256 00									1,256 00
Mines bldg., Sussex st					3,540 00	3,317 78	2,661 71	277 21	724 95	10,521 65
National Art Gallery	25,122 33		9,914 41		4,941 58					39,978 32

*For total cost of heating each of these seven buildings see statement below.

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Sundry Maintenance	Rents	Salaries	Heating	Lighting	Water	Power	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa—Concluded										
Office for chief electoral officer (Wellington St.)	11,670 77									11,670 77
Printing bureau, elevators, stokers, additions, etc	28,398 29					20,884 27	10,903 48	1,778 37	3,200 04	65,164 45
Public Works, workshop					3,360 00	5,161 66	474 08	507 29	67 50	9,570 53
Rideau Hall		15,624 26			24,370 63	82 62		4,253 94		44,331 45
" grounds, green house, etc			3,090 94		15,034 73					18,125 67
" snow			2,449 00							2,449 00
" fuel and light			17,000 00							17,000 00
Rockcliffe, rifle range								1,832 31		1,832 31
Royal Mint	15,093 87					3,213 41	258 06	2,269 34		20,834 68
S.C.R. bldg., Victoria St. (now Census Office), addition	14,683 76					*				14,683 76
Supreme Court					2,805 00	*	607 93	61 57		3,474 50
Victoria Island shipyard					2,370 00	620 56	195 35	220 06		3,405 97
Victoria Memorial museum	4,686 45				11,770 00	20,622 02	4,573 47	544 67	1,852 35	44,048 96
Wellington street pavement		57,792 53								57,792 53
Carling Ave., "grading" paid on account to the city of Ottawa	7,900 00									7,900 00
City taxes on local improvements	17,593 17									17,593 17
Departments Generally—Care and cleaning departmental buildings, including amount of $100 to E. Snowdon for firing noon gun			13,854 61		361,823 36					375,677 97
Sundry rented buildings	122 35			689 726 53	35,816 00	45,031 23	17,936 90	2,896 11	7,737 30	799,266 42
Total, Ottawa buildings	1,403,055 10	302,207 11	139,767 76	689,726 53	1,049,285 97	372,027 37	87,768 95	35,010 01	39,514 34	4,118,363 14

*For total cost of heating each of these seven buildings see statement below:—

Re Central Heating Plant, and Buildings Served Thereby

The operation of the Central Heating Plant is devoted entirely to the heating of the seven buildings named below and in the present statement the total cost of operation ($179,506.06) is apportioned to each in the ratio of its cubic contents. To this there is added here some minor expenditures incurred for the salary of the engineer controlling the local distribution of steam, also purchase of grate coal, etc.

Name of Building	Heat from Central Heating Plant	Sundry other heating items	Total cost of heating each building
	$ cts.	$ cts.	$ cts.
Parliament Building	82,717 12	9,377 30	92,094 42
East Block	29,241 72	2,774 44	32,016 16
West Block	28,596 57	3,738 82	32,335 39
Langevin Block	20,720 74	2,128 06	22,848 80
City Post Office	5,935 01	2,317 65	8,252 66
Supreme Court	5,866 97	993 74	6,860 71
Census Building (Victoria St.—formerly Dept. S.C.R.)	6,427 93	1,022 03	7,449 96
	179,506 06	22,352 04	201,858 10

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario (excluding Ottawa)—									
Acton, post office, etc		80 30		869 30	492 83	171 01	25 34		1,638 78
Alexandria, post office, etc	965 17	1,357 53	585 00	635 00	388 25	114 31	11 82		4,057 08
Almonte, "		702 62		925 36	653 68	282 59	43 75		2,608 00
Amherstburg "		560 31		769 32	546 42	81 94	60 00		2,017 99
Angus, Camp Borden, Air Force		1,474 11				222 52			1,696 63
Arnprior, post office, etc		279 01		857 02	578 12	381 07	33 60		2,128 82
Athens "		194 27		17 50	542 20	192 30			946 27
Aurora "		14 32		888 43	421 38	34 26	16 00		1,374 39
Aylmer (West) post office, etc		338 02		898 10	436 95	125 09	38 09		1,836 25
Barrie, post office, etc	1,797 07	162 20		920 75	865 20	112 71	50 00		3,907 93
Belleville, armoury		25 67							25 67
" food inspector's office			205 77						205 77
" income tax office		1,256 75	1,826 76						3,083 51
" post office, etc		1,273 09		800 27	880 77	713 39	102 74		3,770 26
" weights and measures office		140 55	1,200 00						1,340 55
Blenheim, post office			200 00						200 00
Bowmanville, armoury		12 00							12 00
" post office, etc		447 62		857 85	362 00	158 53	28 61		1,854 61
Bracebridge, post office, etc		103 91		843 25	424 74	67 64	7 11		1,446 65
Brampton "		1,746 54		958 08	562 13	92 50	25 52		3,384 77
Brantford, armouries	912 67								912 67
" post office, etc	3,182 05	440 70		6,545 15	1,726 41	260 52	46 44	285 85	12,487 12
Bridgeburg, immigration building		28 15							28 15
" post office, etc		931 50		810 60	428 76	80 62	25 00		2,276 48
Brighton "			176 00						176 00
Brockville, gas and electric insp. office		96 20	180 00						276 20
" post office		1,463 02		1,481 56	911 70	642 81	212 40		4,711 49
" railway mail room		272 35	24 00						296 35
Burford, post office, etc		79 80		805 00	390 26	119 95			1,395 01
Campbellford, armoury		24 68							24 68
Cardinal, post office		950 30		23 95	249 35	95 18	15 00		1,333 78
Carleton Place, post office, etc		93 48		848 25	545 16	163 46	36 53		1,686 88
Cayuga, post office, etc		12 10		323 27	100 74	140 76			576 87
Chapleau "			250 00						250 00
Chatham "	231 77	406 52		864 66	472 29	148 14	35 47		2,158 85
Chesley "		546 15		852 81	434 23	209 46	31 25		2,073 90
Clinton "		76 23		847 20	361 28	165 34	16 11		1,466 16
Cobalt "			2,000 00						2,000 00

Cobourg "		452 32		877 97	371 04	158 08	34 12		1,893 53
Collingwood, armoury	748 65								748 65
" post office, etc		2,770 40		1,309 06	1,256 65	239 29	58 28		5,633 68
Cornwall, armoury		256 60							256 60
" immigration office		13 90							13 90
" post office, etc		656 78		811 10	602 90	279 10	37 50		2,387 38
Deseronto "		107 25		890 91	540 20	213 64	39 00		1,791 00
Dresden, post office		11 94		862 89	405 25	125 42	21 00		1,426 50
Dundas "		88 93		852 36	598 86	118 77	32 24		1,691 16
Dunnville, armoury		107 00							107 00
" public building, removal of old building on site	213 50								213 50
Eganville, post office, etc		22 35		855 68	579 17	237 35	34 00		1,728 55
Elmira, "		75 65		900 22	369 28	114 95	12 26		1,472 36
Elora "		36 79		848 91	483 58	77 97		8 25	1,455 50
Essex "	532 50	81 23		846 54	612 34	140 98	45 00		2,258 59
Fergus "		12 15		878 43	469 67	76 03	25 00		1,461 28
Fort Frances, Engineer's office (D.P.W.)			210 00						210 00
" immigration building		75 65							75 65
Fort William, armoury	1,336 30								1,336 30
" examining warehouse		593 66	82 25	3,762 58	673 16	131 01	162 00	181 50	5,586 16
" income tax office		1,174 98	1,200 00						2,374 98
" post office		487 67		843 30	592 48	313 75	90 00		2,327 20
" generally						124 02			124 02
Galt, post office, etc		238 94		918 68	486 48	137 16	70 20		1,851 46
Gananoque, custom house		762 61		35 00	48 25	57 27	17 03		920 16
" post office, etc		931 05		1,163 00	766 68	160 94	32 81		3,054 48
Glencoe "		261 97		838 25	425 42	192 18	48 00		1,765 82
Goderich "		194 08		810 97	527 56	103 84	60 00		1,696 45
Grimsby "		236 17		861 45	423 77	89 53	20 00		1,630 92
Guelph "		2,022 58		975 34	819 30	215 63	65 68		4,098 53
Hamilton, gas and electric inspector's office		55 81	720 00		122 62	25 60			924 03
" income tax office		3,796 06	4,390 00	10 10		20 00			8,216 16
" post office, etc	2,075 00	2,875 54		11,683 37	2,414 44	386 66	1,440 90	56 61	20,932 52
" postal station "B"	2,820 46	171 56		956 65	630 00	17 04	72 65		4,668 36
Hamilton postal station "B" (old)			135 00						135 00
" railway mail room		51 38	80 00						131 38
" weights and measures office		13 00	590 00		163 45	6 22			772 67
Hanover, post office, etc		69 88		852 15	544 10	139 58	38 00		1,643 71
Harriston, post office, etc		196 79		592 08	597 14	138 52	19 00		1,543 53
Harrow, tobacco curing station	1,473 74								1,473 74
Hawkesbury, post office, etc		669 35		826 50	344 56	130 36	23 75		1,994 52
Hespeler, post office, etc	13 79								13 79
Huntsville, post office, etc			475 00						475 00
Ingersoll, post office, etc		529 93		934 05	691 25	133 19	69 27		2,357 69
Kapuskasing, experimental farm	1,771 90				1,477 54				3,249 44
Kemptville, post office, etc		55 72		115 20	487 20	228 36			886 48
Kenora, post office, etc		403 66		898 43	1,043 31	310 85	113 60		2,769 85
Kincardine, post office		46 95		249 96	444 96	160 92	18 00		920 79
Kingston, armoury (Collegiate Bldg.)	2,115 8								2,115 68
" custom house	2,389 99	335 62		1,147 50	582 96	213 66	64 10		4,733 83

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario (excluding Ottawa)— Continued									
Kingston, immigration office		73 85	210 00		30 84	7 50			322 19
" income tax office	1,049 03	1,290 99	1,500 00	269 35		85 89	1 40		4,199 66
" inland revenue office	1,398 58	13 35	2,449 37	850 65	805 89	220 24	46 00		5,784 08
" M. & D. headquarters		303 00							303 00
" post office, etc	2,482 01	250 86		1,091 10	973 76	480 58	61 40		5,339 71
" R.M.C. educational block	60,484 75								60,484 75
" " covered drill hall, grading, etc	2,462 05								2,462 05
Kingsville, post office (site)	253 79						8 16		261 95
Kitchener, examining warehouse		179 90	1,440 00	10 00			8 70	4 05	1,642 65
" post office, etc		1,535 37		779 17	383 20	224 21	28 90		2,950 85
Lakefield, post office		46 90		889 00	360 02	120 35			1,416 27
Lansdowne, post office			25 00		84 00				109 00
Leamington, government's share re local impts	1,282 21								1,282 21
" post office, etc	935 57	76 51		839 91	649 61	216 01	29 00		2,746 61
Lindsay, post office, etc	3,494 84	420 30		918 45	696 97	237 79	47 75		5,816 10
Listowel, post office, etc		582 42		872 00	548 13	145 95	50 63		2,199 13
London, Carling Block		2,074 00							2,074 00
" custom house		462 03		2,535 13	1,057 76	250 67	79 74		4,385 33
" post office	2,743 04	3,845 05		4,304 99	5,101 51	625 42	310 57		16,930 58
" (Royal Bank Bldg.), Dist. engineer's office (D.P.W.)		608 90	3,142 91						3,751 81
" railway mail room			80 00						80 00
L'Orignal, post office			125 00						125 00
Markham, post office		18 13		603 75	228 00	27 97	5 00		882 85
Maxville post office		303 23	73 33						376 56
Merrickville, post office			200 00						200 00
Midland, armoury		513 00							513 00
" post office, etc		52 74		906 71	385 69	145 94	41 30		1,532 38
Mildmay, post office, etc		34 35		60 00	87 52				181 87
Milton, post office		8 92		838 20	331 40	35 66	16 50		1,230 68
Milverton, post office, etc	20 46	68 23		703 95	386 34	111 85	11 95		1,302 78
Mitchell, post office		70 50		865 45	482 84	37 41	40 00		1,496 20
Morrisburg, post office site (grounds)	12 00								12 00
Mount Forest, post office		148 96		426 50	477 77	240 37	15 68		1,309 28
Napanee, post office		143 56		902 25	467 99	203 69	72 41		1,789 90
Newmarket, post office, etc	503 10	64 14		847 04	518 53	66 38	77 30		2,076 49
Niagara Falls, post office, etc		309 20		885 97	716 09	108 09	57 99		2,077 34
North Bay (McCool Bldg.) Hydro-Survey			480 00						480 00

North Bay post office, etc		1,146 00	20 00	1,302 70	1,056 64	238 64	35 64		3,799 62
" railway mail room		20 00	618 36						638 36
Norwich, post office, etc	301 18	170 71		851 25	397 12	83 11	35 65		1,839 02
Orangeville, post office, etc		16 15		1,144 25	255 75	60 98	20 00		1,497 13
Orillia, post office, etc		94 47		840 80	918 28	193 85	29 71	14 85	2,091 96
Oshawa, examining warehouse		68 51			303 67	9 42			381 60
" post office, etc		1,280 36		1,047 90	498 93	173 08	93 67		3,093 94
Owen Sound, armoury	1,154 00								1,154 00
" post office, etc		1,012 93		850 28	613 85	110 35	13 47		2,600 88
Palmerston, post office, etc		162 95		909 30	509 57	141 00			1,722 82
Paris, armoury	88 95								88 95
" post office		247 77		890 20	468 41	119 79	45 60		1,771 77
Parkhill, post office, etc		65 00		205 82	783 42	131 89	20 00		1,206 13
Pembroke, post office, etc	2,115 46	327 61		924 47	623 17	521 02	40 00		4,551 73
Perth, inland revenue office			41 66						41 66
" post office	9 84								9 84
Peterboro, custom house		148 78		771 14	401 97	141 44	61 66		1,524 99
" post office, etc		2,125 35		1,641 76	578 56	220 37	115 00		4,681 04
" weights and measures office			300 00						300 00
Petrolia, post office, etc		173 52		774 59	610 41	136 04	79 40		1,773 96
Picton, post office, etc		100 90		866 43	506 93	155 85	28 00		1,658 11
Picton, weights and measures office			72 00		33 00				105 00
Port Arthur, examining warehouse	2,558 61	86 23	87 00	4,861 57	2,012 05	271 95	143 31	560 78	10,581 50
" Govt's share *re* local impts	10,084 01								10,084 01
" immigration building		30 30							30 30
" post office, etc		587 42		891 57	707 15	216 28	81 71		2,484 13
Port Colborne, canal office		155 00	180 00		35 25	28 49	1 50		400 24
" post office		1,832 65		753 80	302 72	36 42	20 00		2,945 59
Port Hope, post office, etc		122 42		907 69	522 60	519 90	16 84		2,089 45
Port Perry, post office, etc		366 30		915 60	308 23	173 87	36 70		1,800 70
Powassan, armoury		469 00							469 00
Prescott, custom house		97 26		30 92	3 00	19 04	60 00		210 22
" immigration building		13 25							13 25
" post office		276 71		1,114 13	521 89	99 28	60 00		2,072 01
Preston, post office, etc		211 65		811 75	528 34	99 66	44 53		1,695 93
Princeton, post office		82 03	72 44						154 47
Rainy River, immigration office		10 45							10 45
Renfrew, post office, etc	327 30	160 60		916 80	573 06	123 90	27 00		2,128 66
Ridgetown, post office			300 00						300 00
St. Catharines, income tax office		633 30	800 00						1,433 30
" post office, etc		249 00		1,319 44	756 96	106 93	161 97		2,594 30
St. Mary's, post office, etc		1,087 28		792 00	450 47	154 87	87 44		2,572 06
St. Thomas, post office	712 70	507 53		948 83	603 75	129 25	58 40		2,960 46
Sandwich, Post office, etc		345 79		790 15	438 05	88 45			1,662 44
Sarnia, immigration office		28 30							28 30
" post office, etc	374 92	1,071 82		936 13	354 26	174 48	76 00		2,987 61
Sault Ste. Marie, immigration office		29 15							29 15
" post office, etc	2,311 02	285 84	103 81	3,178 37	1,944 00	355 91	62 58	426 36	8,667 89
Seaforth, post office		28 30		862 15	636 36	90 65	30 00		1,647 46
Shelburne, post office, etc		28 45		931 18	560 34	175 21	26 00		1,721 18
Simcoe, post office, etc		170 36		993 57	339 70	101 26	20 00		1,624 89

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario (excluding Ottawa)—Continued.									
Smith's Falls, post office, etc		193 92		857 26	462 73	411 18	88 00		2,013 09
Southampton, post office site (grounds)	50 00								50 00
Steelton, post office				300 00		16 48	13 50		329 98
Stratford, post office, etc		484 21		975 63	949 89	167 65	43 50		2,620 88
Strathroy, post office, etc		73 41		869 53	330 35	73 30	22 50		1,369 09
Sturgeon Falls, post office		1 73	1,100 00			69 76			1,171 49
Sudbury, post office, etc	4 20	886 68		1,039 17	2,340 04	1,365 02	155 86		5,790 97
Tilbury, post office	435 83	9 90		855 40	392 58	122 36	14 00		1,829 87
Tillsonburg, post office, etc		56 30		816 40	569 60	114 50	35 19		1,591 99
Toronto, armoury, College St	3,366 00								3,366 00
" " 44 University St		267 38							267 38
" Asst. Receiver General's office		13 40							13 40
" (Board of Trade Bldg.) custom house		92 21		1 25					93 46
" custom house		1,013 42							1,013 42
" " temporary, 52 56 Wellington St	1,752 77	322 93	18,000 00	308 35		1,153 40	218 86	209 58	21,965 69
" customs express office		86 30			2 00	35 91	5 32	8 55	138 08
" examining warehouse	1,385 43	23 15		342 32	1,910 77	615 26	89 64	306 56	4,673 13
" " " 276 King St. W		573 19	11,473 15	280 23	1,356 74	491 50	267 79	263 97	14,706 57
" gas and electric inspector's office			240 00			8 25			248 25
" inland revenue bldg		841 12		106 57	575 70	389 92	49 02	72 84	2,035 17
" (Pacific Bldg.) Grain inspection			872 26						872 26
" post office	9,184 67	6,954 91	604 14	1,153 41	6,628 33	5,800 67	796 98	752 30	31,875 41
" taxes and repairs to buildings on site purchased for addition to post office, but still occupied by private tenants	13,718 13								13,718 13
" postal station "A" (old G.T.R. Sta.)		1,047 03	2,400 00	204 55	30 75	555 50		205 53	4,443 36
" " "A" (Union Sta.)	140,954 74	3,468 55	17,000 00	7,497 85	14,095 94	12,076 17	618 63	2,127 02	197,838 90
" " "A" (temporary)		8 00							8 00
" " "C"		331 12		163 82	566 83	350 18	67 56		1,479 51
" " "D"		580 59		99 19	543 25	467 44	83 73		1,774 20
" " "E"		693 47	2,400 00	43 01	5 40	386 78	14 61		3,543 27
" " "F"		339 96	38 95	102 54	1,087 25	427 04	114 10		2,109 84
" " "G"		640 59		109 39	863 55	337 27	31 07		1,981 87
" " "H"		57 58	1,200 00	28 65	5 50	118 93			1,410 66
" " "J"		567 59	3,000 00	61 30	2 90	385 64			4,017 43
" " "K"		51 55		103 99	456 72	144 96	21 60		778 82

Toronto, postal station "L"		597 83	2,100 00	63 32	2 90	468 27			3,232 32
" post office garage, Lombard St	3,300 00								3,300 00
" " Richmond St		830 95		173 18	680 84	484 51	241 44	286 37	2,697 29
" St. Andrews College re taxes on local improvements	4,000 00								4,000 00
" Generally	815 51	340 85		92,490 23					93,646 59
Trenton, post office, etc		552 33		879 75	586 80	163 91	75 00		2,257 79
Uxbridge "		23 17		830 00	477 86	145 24			1,476 27
Walkerton "	1,934 06	91 80		826 75	630 60	150 98	31 00		3,665 19
Walkerville "	1,034 00	106 43		1,529 51	447 16	187 36	35 00		3,339 46
Waterloo "		300 99		953 81	791 29	117 22	21 09		2,184 40
Welland, post office, etc		460 37		883 79	774 54	163 80	37 48		2,319 98
Whitby "		65 97		887 70	397 98	81 82	38 00		1,471 47
Wiarton "	136 04								136 04
Windsor, Engineer's office (D.P.W.)			233 39	40 00					273 39
" post office, etc	4,244 95	1,266 24		2,875 29	1,571 35	429 39	251 23		10,638 45
Wingham "		216 52		387 07	479 98	166 15	31 82		1,281 54
Woodstock "		571 83		1,218 47	586 25	128 56	39 20		2,544 31
Ontario Generally—Minor offices throughout the province		3,959 34		26 75		33 84			4,019 93
Totals, Ontario	306,055 99	95,224 50	87,512 55	237,812 85	108,906 31	47,803 39	9,817 40	5,766 72	898,899 71
Manitoba—									
Bannerman, immigration building		10 65							10 65
Brandon, examining warehouse			1,875 00		243 81	13 75			2,132 56
" experimental farm	3,552 39				1,384 50	452 01			5,388 90
" post office, etc		340 34		1,136 00	2,557 88	1,071 60	87 45		5,193 27
Carman, post office		137 75		860 35	448 41	180 03	13 00		1,639 54
Carberry, post office			108 00						108 00
Dauphin, income tax office		96 70	540 00						636 70
" post office, etc		1,015 83		851 60	1,220 46	434 24	46 20		3,568 33
Emerson, immigration office		85 34	240 00		142 78				468 12
" post office, etc		868 20		910 00	1,106 06	10 95	12 50		2,907 71
Gimli, post office, etc			140 00						140 00
Gretna, immigration office		10 65							10 65
Le Pas, lands office			600 00						600 00
" post office		53 98	775 00		112 60				941 58
Melita, post office			297 00						297 00
Minnedosa, post office, etc		138 52		920 90	1,209 78	269 38			2,538 58
Morden, experimental farm	2,739 14				507 00	19 52		0 50	3,266 16
" post office, etc		909 00		858 70	646 00	116 21			2,529 91
Neepawa, post office, etc		14 08		1,003 05	968 87	251 40	11 30		2,248 70
Portage la Prairie, armoury		520 46		609 50	727 38	72 00	115 10		2,044 44
" " post office	9,127 26	2,041 48		931 85	1,078 82	847 61	49 15		14,076 17
St. Boniface, post office		829 01		809 75	833 89	98 58	32 98		2,604 21
Selkirk, post office		69 65		1,095 35	731 60	58 27	24 56		1,979 43
Shoal Lake, post office			260 00						260 00
Souris, post office, etc		180 61		871 90	648 80	165 00	59 55		1,925 86
Sprague, immigration office		10 50							10 50

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba—Continued									
Stonewall, post office		28 35		537 35	2 50	41 89			610 09
Transcona, post office			470 00						470 00
Virden, post office, etc		1,450 48		1,003 70	808 69	117 49			3,380 36
Winnipeg, ("Advocate" Bldg.,) gas and electric inspection		159 53	900 00	364 26					1,423 79
" ("Avenue" Bldg.) Interior Dept. School Lands		43 50	648 00			0 77			692 27
" ("Boyd" Bldg.) Archives, etc		146 82	300 00			1 50			448 32
" (Canada Permanent Mortgage Bldg.) Railway Commission		80 11	1,450 00			5 29			1,535 40
" C.P.R. mail room		349 40							349 40
" (Chamber of Commerce Bldg.) Interior Dept		111 14	3,300 00			42 60			3,453 74
" C.N.R., mail room			2,416 00						2,416 00
" custom house	5,394 68	317 95	14 50	3,983 69	4,634 39	440 50	204 67	149 66	15,139 44
" examining warehouse	2,726 59	357 25	92 22	10,038 36	9,403 59	289 14	742 28	131 67	23,781 10
" grain warehouse		111 54			75 00				186 54
" immigration buildings		2,428 72	9 36		7,671 36	934 46	370 57	200 88	11,645 35
" (Lindsay Bldg.) District Architect's Office			356 00						356 00
" (Notre Dame Investment Bldg.), D.P.W. and Inland Revenue			2,368 09	33 00		8 23	1 25		2,410 57
" post office	6,161 10	4,372 43	276 03	18,081 19	12,830 79	2,075 21	926 04	567 46	45,290 25
" postal station "A"	1,290 32	942 50		941 25	30 00	291 27	10 00	580 35	4,085 69
" " "B"	928 68	47 83	64 75	1,828 65	1,465 21	350 61	156 66	11 10	4,853 49
" " "C"		44 23	1,800 00	317 70	1 50	59 76			2,223 19
" " "D"	674 45	486 94	1,475 27	223 28	446 59	38 60	11 82	6 00	3,362 95
" " "E"		80 44							80 44
" " "F"			360 00						360 00
" (Scott Bldg.) food control, etc			2,040 00						2,040 00
" (Tribune Bldg.) income tax office		3,767 60	11,694 50			80 46			15,542 56
" Union Station, mail room		129 85							129 85
" (Victory Bldg.) Labour Dept		189 65	862 50						1,052 15
" weights and measures office, 154 Alexander Ave		1 00	974 97						975 97
" Generally		195 26		10,848 21		3,910 24			14,953 71

Manitoba Generally—Minor offices throughout the province		1,884 23				373 25			2,257 48
Totals, Manitoba	32,594 61	25,059 50	36,707 19	59,059 59	51,938 26	13,121 82	2,875 08	1,647 02	223,003 07
Saskatchewan—									
Battleford, post office, etc.		194 68		987 25	782 68	660 62	124 19		2,749 42
Estevan, post office, etc.		1,919 68		900 15	468 15	241 66	22 96		3,552 60
Gravelbourg, post office, etc.		351 20		209 55	387 75	157 61	10 50		1,116 61
Humboldt, post office, etc.		48 65		914 14	1,434 45	493 65	110 00		3,000 89
Indian Head, experimental farm	3,649 80				1,586 34	355 06	267 64		5,858 84
" forest nursery station		540 00			1,012 25	46 34	168 45		1,767 04
Lloydminster, post office, etc.		179 74		951 55	746 02	437 65			2,314 96
Maple Creek, post office, etc.		421 20		265 12	413 57	143 00	37 60		1,280 49
Melfort, post office, etc.		142 07		919 20	1,319 83	353 55	109 56		2,844 21
Moose Jaw (Dom. Bank bldg.), income tax office		293 55	454 85	73 85					822 25
" post office, etc.	2,972 72	1,358 69	300 00	4,734 03	3,190 66	1,146 92	218 90	552 50	14,474 42
" railway mail room			445 90						445 90
Moosomin, lands office			372 33						372 33
North Battleford, immigration bldg.		115 00	1 00		226 61	28 72	27 45		398 78
" post office, etc.	1,152 60	101 70		1,073 43	921 95	380 36	27 45		3,657 49
North Portal, immigration bldg.		213 05	1 00		177 34				391 39
Prince Albert, immigration bldg.					143 75	23 97	17 00		184 72
" lands office	285 94								285 94
" post office, etc.	3,662 44	1,921 21		2,317 35	1,549 50	814 47	111 77		10,376 74
Qu'Appelle, armoury		95 15							95 15
Regina, armoury (St. Andrews Hall)	1,921 74								1,921 74
" " (Thompson's garage)		78 91							78 91
" " (Whitmore Bldg.)		64 95							64 95
" Asst. Receiver General's office	133 61	342 49	18 94	1,980 73	1,603 01	448 40	71 68	196 19	4,795 05
" C.P.R. mail room			352 61						352 61
" examining warehouse		219 37		796 75	660 55	83 75	19 76	51 73	1,831 91
" immigration bldg.	173 38	250 50							423 88
" post office, etc.	3,439 50	2,547 26	64 00	4,818 49	4,398 65	2,515 11	356 07	428 03	18,567 11
" postal station "A," C.P.R. station		208 85	6,814 83	67 24		6 00			7,096 92
" (Westman Chambers), Inland Revenue		1,433 89	1,500 00			30 66			2,964 55
Rosthern, experimental farm	3,135 64				883 80	2 85			4,022 29
Saskatoon, (Bank of Montreal bldg.) income tax office		671 32	1,138 00						1,809 32
" (Canada bldg.), Inland Revenue		233 74	4,984 74			93 37			5,311 85
" C.P.R. mail room			540 00						540 00
" custom house		54 89	4,800 00	240 00		431 68			5,526 57
" examining warehouse			1,800 00			11 10			1,811 10
" lands office		271 04	3,600 00						3,871 04
" post office, etc.	5,130 92	1,756 89		2,613 74	2,518 60	1,260 26	128 87	26 40	13,435 68
" weights and measures office			1,020 00						1,020 00
Scott, experimental farm	2,932 36				857 54	126 90			3,916 80
Sutherland, forest nursery station		89 50			914 45				1,003 95
Swift Current, experimental farm					240 00				240 00
" lands office		371 88	2,100 00						2,471 88

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Saskatchewan—Concluded									
Swift Current, post office, etc.			2,400 00			307 34			2,707 34
West Poplar, immigration building					25 00				25 00
Weyburn, armoury	1,399 95								1,399 95
" post office, etc.	2,026 25	789 13		971 55	952 62	548 59	102 48		5,390 62
Yorkton, income tax office		117 42	720 00	176 00					1,013 42
" post office, etc.	1,246 20	7 39		903 20	645 68	716 59	72 15		3,591 21
Saskatchewan Generally—Minor offices throughout the Province		2,135 30				2 50			2,137 80
Totals, Saskatchewan	33,263 05	19,540 29	33,428 20	25,913 32	28,060 75	11,868 68	2,004 48	1,254 85	155,333 62
Alberta—									
Athabasca, immigration building		107 00	15 00		135 10				257 10
" post office		60 00	150 00		244 16				454 16
Banff, forestry office		78 35					24 91		103 26
Bassano, post office, etc.		13 55		837 75	656 88	207 23	36 75		1,752 16
Calgary, armoury	1,243 70								1,243 70
" Asst. Receiver General's office		513 88	63 00	1,303 05	666 89	255 38	10 31		2,812 51
" (Blow bldg.) lands office		3,872 77	16,251 27	1,049 93		448 52	4 55		21,627 04
" (Canada Life bldg.) Ry. Comm.		186 00							186 00
" C.P.R. station, mail room			314 45						314 45
" customs examining warehouse	3,462 44	3,254 38		8,643 11	5,906 00	776 48	776 49	1,704 53	24,523 43
" (Dom. Bank bldg.) forestry office		170 48	2,400 00			19 00			2,589 48
" (Herald bldg.) Ry. Comm.			50 00			1 12			51 12
" (Hillhurst garage) irrigation office		5 50							5 50
" immigration building	19,703 52	556 07	10 00	979 40	572 94	211 69	154 54	78 29	13,266 45
" (Judge Travis bldg.) immigration office			105 00						105 00
" (Lancaster bldg.) post office		4,170 28	31,866 06	2,591 22		2,361 53			40,989 09
" (Leeson-Lineham bldg.) interior dept.		672 42	389 68						1,062 10
" (Moffat bldg.) interior dept			550 00						550 00
" post office (site)	81 00								81 00
" (Thomas bldg.) D.P.W.		105 20	1,745 40			22 29			1,872 89
" (Travellers bldg.) seeds office			500 00			7 89		46 39	554 28
" (Woodcroft bldg.) irrigation			333 50						333 50
" storage, interior dept.			750 00						750 00
Coutts, immigration building	25 50	49 85	16 00						91 35

Edmonton, C.N.R. station, mail room		25 00	300 00						325 00
" examining warehouse		32 11	4,320 00			32 92		53 76	4,438 79
" immigration building		1,100 17	1 00		966 22	137 43	100 94		2,305 76
" lands office		683 45	6,240 00	579 35		351 90			7,854 70
" (Mortlake bldg.) post office dept.		626 40	9,300 00			526 88			10,453 28
" (Oliver bldg.) post office dept.			30 00						30 00
" post office, etc.		2,717 51	78 65	9,520 02	2,910 24	2,107 60	215 54	401 03	17,950 59
" (Teglar bldg.) forestry office			700 00						700 00
Edmonton South, post office, etc.		73 04		1,075 00	787 95	352 86	81 01		2,369 86
Edson, immigration bldg.					203 50	35 15			238 65
Grande Prairie, immigration bldg.			36 16		152 85				189 01
" lands office		383 87		420 86	318 46	223 50	4 00	29 25	1,379 94
Grouard, immigration bldg.			240 00						240 00
High Prairie, lands office			480 00						480 00
Lacombe, experimental farm	4,346 12				1,197 73	335 00			5,878 85
Lethbridge, experimental farm	4,313 13				2,086 80	107 40			6,507 33
" post office, etc.	1,356 80	1,648 13		5,405 09	3,154 64	1,391 80	246 95	298 60	13,502 01
McLeod, armoury		588 00							588 00
" custom house		40 15			104 65	68 76	37 20		250 76
Medicine Hat, C.P.R. station, mail room		260 00	304 85						564 85
" post office, etc.		721 69		2,064 65	400 76	601 44	157 19		3,945 73
Peace River Crossing, lands office		346 60	930 00		243 74				1,520 34
" " immigration bldg.		20 70	84 68		761 86				867 24
" " post office			576 67		257 21				833 88
Pincher Creek, forestry office		112 00	600 00						712 00
Red Deer, alterations to old court house for post office accommodation	7,942 52								7,942 52
" armoury		298 50							298 50
Red Deer, public building		162 10		989 95	450 00	43 30	51 25		1,696 60
Rocky Mountain House forestry office		534 26	357 50		56 40				948 16
Spirit River, immigration building			5 00		64 50				69 50
Vermilion, immigration building			4 27						4 27
Vermilion, public building	16 14								16 14
Wainwright, immigration building			1 00						1 00
Wetaskiwin, post office		294 26		856 70	393 60	412 52	155 32		2,112 40
Alberta Generally—Minor offices throughout the Province		1,659 28			7 24	1,205 64	12 65		2,884 81
Totals, Alberta	33,490 87	26,142 95	80,099 14	36,316 08	22,700 32	12,245 23	2,009 60	2,611 85	215,676 04
British Columbia—									
Agassiz, experimental farm	3,389 41	32 64			1,710 43	668 01			5,800 49
Alberni, post office (old)			80 00						80 00
Ashcroft, public building		118 00		1,223 05	455 40	387 80	137 00		2,321 25
Atlin, post office, etc.		56 10		159 90		146 25			362 25
Balfour, sanitorium				300 00					300 00
Bamfield, public building	11,142 81								11,142 81
Bella Coola, naval air station			60 00						60 00
Chase, Engineer's office (D.P.W.)		15 00	5 00			5 55	6 00		31 55
Chilliwack, post office, etc.		1,623 10		619 36	483 43	130 93	27 00		2,883 82
Comox, post office, etc.		1,042 35		406 72	256 06	97 94			1,803 07

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Concluded*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Salaries and Supplies for Caretakers	Heating	Lighting	Water	Power	Total
PUBLIC BUILDINGS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Concluded									
Cranbrook, post office, etc.		77 25		1,154 71	836 09	341 50	71 12		2,480 67
Cumberland, post office, etc.	215 44	116 30		772 83	247 80	325 10	60 00		1,737 47
Douglas, public building					40 00	16 19			56 19
Duncan, post office, etc.		1,346 63		975 10	432 25	220 11	30 00		3,004 09
Fernie, post office, etc.		29 05		1,228 51	506 50	269 50	54 00		2,087 56
Grand Forks, post office, etc.	3,076 00			869 00	759 87	223 91	75 00		5,003 78
Greenwood, post office, etc.		32 00		740 30	498 51	215 68	72 00		1,558 49
Huntingdon, immigration building		117 45							117 45
" public building							24 00		24 00
Invermere, experimental farm	900 52				450 00				1,350 52
Kamloops (Acadia block), Interior Dept.		52 65	4,916 60						4,969 25
" forestry office			180 00						180 00
" (Tremont bldg.), post office	1,524 50	337 91	1,200 00	948 55	554 90	530 10	36 00		5,131 96
King's Gate, immigration office		48 05							48 05
Ladysmith, post office		534 90		751 27	300 00	57 70	36 00		1,679 87
Nanaimo, post office, etc.		1,206 42		1,876 84	697 27	673 70	36 00		4,490 23
Nelson, Engineer's office (D.P.W.)		116 33	748 50						864 83
" income tax office			216 00						216 00
" post office, etc.		402 20	72 00	969 12	695 70	588 16	72 00		2,799 18
New Gate, immigration office		16 30							16 30
New Westminster, Indian and fisheries bldg.		271 50		1,127 77	400 75	58 85	24 02		1,882 89
" " post office, etc		1,287 93	201 10	3,008 69	1,219 31	676 48	67 82	408 00	6,869 33
North Vancouver, post office, etc.	1,552 28	204 98		964 35	360 60	168 82	10 80		3,261 83
Osoyoos, immigration office		11 95							11 95
Pacific Highway, immigration office		170 75		16 65	159 00	93 58			439 98
Paterson, immigration office		11 85							11 85
Port Alberni, post office, etc.		812 00		892 35	583 45	137 10	21 93		2,446 83
Prince Rupert, examining warehouse			600 00						600 00
" Federal Block, post office	56 40	74 60	8,738 00	119 11		676 12	67 50		9,731 73
" fisheries office		47 44	602 50			14 10			664 04
" immigration building		1,082 50	104 84			11 95			1,199 29
" quarantine station		1 53			468 75				470 28
Revelstoke (Canadian Bank of Commerce), Interior Dept.		2 00	1,200 00						1,202 00
Rossland, post office, etc.		122 57		841 66	553 78	264 22	137 09		1,918 72
Rykerts, immigration office		11 65							11 65
Salmon Arm, Armoury		59 00							59 00
Sidney, experimental farm	3,819 32	255 85			610 00	109 17		30 00	4,824 34

Summerland, experimental farm	6,180 25	117 85			312 86				6,610 96
Union Bay, post office		530 00		271 25	391 00	153 38			1,345 63
Vancouver, Assay office (old post office)		1,427 19		2,904 76	1,216 88	315 95	66 65		5,931 43
" (Duncan building), Agriculture, Naval, etc		2,029 40	3,718 05	15 16		128 18			5,890 79
" (Empire bldg.), Marine and Fisheries		3 50	630 00			7 91			641 41
" examining warehouse		974 11	5 35	9,484 04	2,951 90	294 35	155 65	543 00	14,408 40
" Fairmont Barracks, R.C.M.P	4,007 17								4,007 17
" immigration detention bldg	4,128 96			81 42	2,172 12	2,282 80	482 75	256 46	9,404 51
" income tax and dredging offices		3,419 29	6,344 55			13 08			9,776 92
" mail bag depository		278 00	600 00						878 00
" Nurses Home, Willow St		185 00							185 00
" (Pacific bldg.), Geological survey		2 75	1,620 00			10 55			1,633 30
" post office (new)	4,653 24	5,433 35	208 20	15,533 77	3,990 50	3,816 37	180 00	359 33	35,174 76
" " tractor	5,722 42								5,722 42
" postal station "A" C.P.R		124 95	3,550 43	1 05	11 50				3,687 93
" " "B" old	2,624 95	141 22	1,800 00	390 00	95 10	5 54			5,056 81
" " "B" Orange Hall		446 82	3,500 00	2,122 60	21 75	112 25			6,203 42
" " "C"		60 90		1,210 88	561 77	105 13	23 10		1,961 78
" " "D"	2,923 37	891 34	1,850 00	468 39		40 69			6,173 79
" (Rogers Block), fisheries inspection		1,520 01	3,211 65			75 84			4,807 50
Vernon, post office, etc	1,741 15	383 64		1,077 4	709 58	488 41	45 00		4,445 24
Victoria (Ames-Holden building), examining warehouse		107 95	4,800 00	1,148 75	39 73	55 47	22 05	66 00	6,239 95
" astronomical observatory, Little Saanich Mountain	464 39	3,682 50		2,190 10	306 38	1,215 14		314 98	8,173 49
" entomological laboratory	8 24								8 24
" fumigating plant, C.P.R. wharf			30 00						30 00
" hydro-survey			990 00						990 00
" immigration bldg	3,068 91				1,045 97	236 30	412 74		4,763 92
" meteorological observatory		554 90		1,213 20	288 10	213 01	27 09		2,296 30
" old custom house		1,049 73		1,188 56	451 77	145 75	36 27		2,872 08
" pilotage board						17 54			17 54
" post office (new)	7,446 34	2,119 53	379 95	14,700 77	3,167 35	1,752 57	119 52	770 32	30,456 35
" " (old)	480 45	932 72		1,049 07	141 32	108 92	135 54		2,848 02
" " " " taxes due city for 1920	1,492 08								1,492 08
Waneta, immigration office		16 50							16 50
White Rock, immigration office		131 75							131 75
Williams Head quarantine station		10,498 47			4,177 15	87 77	277 26		15,040 65
British Columbia Generally—Minor offices throughout the Province		2,425 63							2,425 63
Totals, British Columbia	70,618 60	51,237 73	52,162 72	76,016 47	35,332 58	18,791 42	3,048 90	2,748 09	309,956 51

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Concluded*

PUBLIC BUILDINGS	Construction and Improvements	Repairs and Furniture	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.
Yukon Territory—				
Heating, lighting, water, etc., for all buildings in Yukon Territory			36,886 78	36,886 78
Total, Yukon Territory			36,886 78	36,886 78
Generally—				
Advertising coal tenders for Dominion buildings			1,939 60	1,939 60
Customs and Inland Revenue offices—Alterations required for their amalgamation	17,411 15			17,411 15
Flags for Dominion public buildings			4,130 60	4,130 60
Immigration offices outside of Canada		70 90		70 90
Post office fittings and supplies, stock stored at Toronto for distribution throughout the Province	12,458 41			12,458 41
Printing, stationery, instruments, travelling, etc			21,785 52	21,785 52
Salaries of resident clerks of works, etc			75,086 39	75,086 39
Totals, Generally	29,869 56	70 90	102,942 11	132,882 57

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—					
Annapolis Royal, wharf			671 05		671 05
Antigonish, wharf			8 22		8 22
Baddeck, wharf			392 78		392 78
Bailey's Brook, extension to pier		4,571 93			4,571 93
Barachois, protection works			499 60		499 60
Barrington Cove, Sidney Mines, wharf			400 15		400 15
Bass River, new wharf		19,844 99			19,844 99
Bay St. Lawrence, breakwater			425 68		425 68
Beaver Harbour, wharf			145 66		145 66
Beaver River, breakwater			91 90		91 90
Belliveau's Cove, breakwater			2,215 04		2,215 04
Big Island, wharf			518 37		518 37
Big Pond, wharf			2,668 23		2,668 23
Bird Island, breakwater			249 75		249 75
Blanche, breakwater			957 81		957 81
Black Point, breakwater			716 08		716 08
Black Rock, breakwater		36 80			36 80
Bluff Head, breakwater			8,418 74		8,418 74
Broad Cove Marsh, wharf			420 58		420 58
Brooklyn, breakwater			60 00		60 00
Brule, wharf		699 55			699 55
Burke's Head, wharf			98 55		98 55
Burlington Centre, wharf			523 67		523 67
Caldwell's Cove, breakwater			25 00		25 00
Canning, wharf			1,177 95		1,177 95
Canada Creek, breakwater			1,954 69		1,954 69
Cape Auget, breakwater			347 55		347 55
Cape North, wharf (warehouse)		299 49			299 49
Carr's Brook, breakwater			395 74		395 74
Centreville, wharf			50 03		50 03
Chegoggin, breakwater			274 06		274 06
Cheticamp, wharf		696 56	147 29		843 85
Chimney Corner, wharf			659 94		659 94
Coffin's Island (Queens Co.), beach protection			1,307 57		1,307 57
Cow Bay (Port Morien) breakwater			8,166 95		8,166 95
Comeau's Cove, breakwater			567 75		567 75
Comeauville, breakwater			227 53		227 53
Cripps Cove (near Lower Kingsburg), rem. of boulders		198 12			198 12
D'Escousse, wharf			79 60		79 60
Delaps Cove, breakwater			100 00		100 00
Digby pier, renewals			5,420 00		5,420 00
Diligent River, wharf			764 50		764 50
Drumhead, breakwater			617 78		617 78
Eagle Head	332 78				332 78
Eastern Passage	4,027 25				4,027 25
East Ferry, wharf			50 80		50 80
East River (Pictou), lock and dam				825 00	825 00
East Sheet Harbour, wharf			920 29		920 29
East Ship Harbour, wharf			204 71		204 71
Ecum Secum, wharf			583 65		583 65
Englishtown, wharf			800 05		800 05
Fourchu, wharf		2,199 12			2,199 12
Fox Island, wharf			9 60		9 60
Fox Point, breakwater		50 00			50 00
Gabarous, breakwater			267 75		267 75
Glace Bay, harbour improvements	10,242 47				10,242 47
Grand Etang, pier			799 91		799 91
Grand Narrows, wharf			741 69		741 69
Granville Centre, wharf			365 12		365 12
Hall's Harbour, wharf			1,166 36		1,166 36
Halifax Graving Dock		4,574 00	231 96		4,805 96
" Lawlor's Island, quar. station wharf		15,932 45			15,932 45

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Continued					
Hampton (Annapolis Co.), wharf			299 80		299 80
Herring Cove, wharf			594 95		594 95
Ingonish Ferry, wharf			1,344 41		1,344 41
Inverness, harbour improvements	2,032 65	182 96			2,215 61
Iona, wharf (new)			1,117 66		1,117 66
Iona, wharf (old)			700 32		700 32
Irish Cove, wharf			49 12		49 12
Kelly's Cove, breakwater			99 64		99 64
Ketch Harbour, breakwater			441 32		441 32
Kingsport, wharf			277 10		277 10
Kraut Point, wharf			972 22		972 22
Little Anse, breakwater			494 69		494 69
Little Bass River, breakwater			399 75		399 75
Little Bras d'Or	7,281 64				7,281 64
Little Brook, breakwater			604 91		604 91
Little Narrows, wharf			120 57		120 57
Little River, wharf			100 25		100 25
Liverpool, channel	52,322 09				52,322 09
Long Cove, breakwater			1,283 37		1,283 37
Louis Head, breakwater			1,189 49		1,189 49
Lower L'Ardoise, breakwater			1,000 15		1,000 15
Lower West Pubnico, breakwater			1,002 70		1,002 70
Mabou Harbour, protection works			132 82		132 82
Maitland Ferry, wharf		1,099 48			1,099 48
Malagash, wharf extension		1,342 55			1,342 55
Malignant Cove, wharf		150 00	1,911 70		2,061 70
Margaree Island, wharf			376 56		376 56
Margaree Harbour, wharf			47 12		47 12
Margaretville, breakwater			392 29		392 29
McKay's Point, breakwater			570 93		570 93
McNair's Cove, wharf			796 59		796 59
Matthews Lake, beach protection			29 57		29 57
Meat Cove, breakwater			194 50		194 50
Melford, wharf			730 35		730 35
Meteghan, breakwater			400 00		400 00
Mill Creek (King's Co.), wharf			198 93		198 93
Morden (King's Co.), breakwater			497 02		497 02
Mulgrave, wharf approach			278 22		278 22
Necum Teuch, wharf			256 23		256 23
New Campbellton, wharf			3,762 33		3,762 33
New Glasgow, wharf		1,031 20			1,031 20
Newport Landing, wharf			1,318 29		1,318 29
Noel, wharf			2,915 73		2,915 73
North East Harbour, wharf			635 64		635 64
North River, wharf			100 97		100 97
North Sydney, wharf			150 00		150 00
Nyanza, wharf			1,399 92		1,399 92
Parker's Cove, breakwater			1,096 95		1,096 95
Parrsboro, wharf			1,044 21		1,044 21
Peggy's Cove, breakwater			300 16		300 16
Petite Rivière (Lunenburg Co.) breakwater			2,005 23		2,005 23
Petpeswick Harbour, wharf			658 43		658 43
Pictou Island, wharf			554 12		554 12
Pinkney's Point, wharf			507 02		507 02
Pleasant Bay (Inverness Co.), wharf			499 78		499 78
Port Dufferin, wharf			1,008 42		1,008 42
Porter's Lake, canal			344 00		344 00
Port George (Annapolis Co.) breakwater			99 15		99 15
Port Hawkesbury, wharf			1,199 89		1,199 89
Port Hood, wharf		3,699 96	359 62		4,059 58
Port Maitland, breakwater			719 66		719 66
Port Wade, wharf			149 50		149 50
Poulamond, wharf			855 11		855 11

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Continued					
Prospect, wharf		2,313 18			2,313 18
Pugwash, wharf			65 44		65 44
Ray's Creek, wharf			1,284 00		1,284 00
Ross' Ferry, wharf			298 87		298 87
St. Peters Narrows	11,396 04				11,396 04
Salmon River (Yarmouth-Clare) breakwater			2,992 64		2,992 64
Sanford, breakwater			3,279 52		3,279 52
Sandy Cove, breakwater			6,902 53		6,902 53
Scotch Cove (White Pt.) breakwater		9,888 90			9,888 90
Seaforth, breakwater		7,100 00			7,100 00
Shelburne, wharf			687 00		687 00
Shenacadie, wharf	10,277 42	1,160 00			11,437 42
Skinner's Cove, wharf			961 45		961 45
Smith's Cove (Port Hood Isld.) breakwater		1,403 05			1,403 05
Sober Island, wharf extension		455 50			455 50
Soldier's Cove, wharf		2,699 05			2,699 05
South Cove (Victoria Co.) wharf			99 83		99 83
South Gut (Victoria Co.) wharf			699 77		699 77
South Side (Cape Sable Isld.) beach protection			561 39		561 39
Spry Bay, wharf			530 07		530 07
Sugar Loaf (Cape North) wharf			399 97		399 97
Summerville, wharf			6,995 00		6,995 00
Sydney Harbour	10,557 07	219 35	37 50		10,813 92
Tangier, wharf			894 92		894 92
Tatamagouche, wharf			149 06		149 06
Three Fathom Harbour, breakwater			9,160 96		9,160 96
Toney's River, wharf			1,238 94		1,238 94
Trenton (East River), wharf			200 00		200 00
Trout Cove, breakwater			4,088 74		4,088 74
Turner's Island, wharf			348 45		348 45
Victoria, wharf (Cape Breton)			74 97		74 97
Walton (Hants Co.) breakwater			391 09		391 09
Watt Settlement, wharf			1,843 05		1,843 05
Wedge Point, wharf		499 50			499 50
Wedgeport, wharf			153 03		153 03
West Arichat, breakwater			2,845 64		2,845 64
West Arichat, wharf			1,409 41		1,409 41
West Chezzetcook, breakwater			15,161 03		15,161 03
Western Head, breakwater			1,500 00		1,500 00
West Pubnico, wharf			296 98		296 98
Whycocomagh, wharf			3,969 14		3,969 14
Windsor	2,235 89				2,235 89
Yarmouth Hr., improvements	55,336 19				55,336 19
" Bar, improvements	11,360 41	3,541 75			14,902 16
Generally	308 73			1,439 50	1,748 23
Totals, Nova Scotia	177,710 63	85,889 44	158,017 45	2,264 50	423,882 02
Prince Edward Island—					
Annandale, pier			917 71		917 71
Bay Fortune, wharf		1,645 23			1,645 23
Bay View, wharf			142 35		142 35
Belfast, wharf			1,761 50		1,761 50
Belle River Harbour, breakwater			1,314 41		1,314 41
Cardigan, wharf			119 42		119 42
Chapel Point, pier			532 42		532 42
Charlottetown Harbour	24,494 91				24,494 91
China Point, wharf			789 29		789 29
Georgetown, wharf			811 05		811 05
Grand River, wharf (North)			59 00		59 00
Haggerty's wharf		946 21			946 21
Hurd's Point, wharf			45 35		45 35

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts	$ cts	$ cts	$ cts	$ cts
Prince Edward Island—Continued					
Murray Harbour, pier			22 77		22 77
Murray River	10,207 98				10,207 98
Naufrage Harbour, breakwater			769 37		769 37
North Lake boat harbour		14,997 84			14,997 84
Pownal, wharf			1,460 64		1,460 64
Port Selkirk, wharf			1,106 56		1,106 56
Red Point, wharf			133 53		133 53
Rustico, breakwater			2,249 65		2,249 65
Tracadie, breakwater			225 74		225 74
Vernon River, wharf			2,417 10		2,417 10
Victoria, pier	8,443 58		1,862 70		10,306 28
Wood Island (South) breakwater			96 50		96 50
Generally				553 55	553 55
Totals, Prince Edward Island	43,146 47	17,589 28	16,837 06	553 55	78,126 36
New Brunswick—					
Back Bay, wharf			44 96		44 96
Barker's (Sunbury Co.) wharf			68 93		68 93
Bathurst Hr., improvements	40,584 97				40,584 97
Bayswater (Kings Co.) ferry wharf			112 32		112 32
Burnt Church, wharf			78 63		78 63
Burton Court House, wharf			200 13		200 13
Campbellton	68,781 08				68,781 08
Campbellton, wharf			763 46		763 46
Cape Bald, breakwater pier			6,266 19		6,266 19
Caraquet, wharf			24 00		24 00
Chance Harbour, breakwater			100 00		100 00
Chatham, wharf			495 59		495 59
Chocolate Cove, float		1,095 40			1,095 40
Cocagne, wharf			18 00		18 00
Cole's Point, breakwater			158 92		158 92
Cumming's Cove (Charlotte Co.) wharf			276 37		276 37
Dalhousie, deep water wharf			700 23		700 23
Douglastown (Miramichi River)	3,829 22				3,829 22
Gagetown, wharf			204 51		204 51
Gautreau Village, wharf			234 45		234 45
Gooseberry Cove, wharf			7 06		7 06
Grand Anse, breakwater	2,308 92		65 95		2,374 87
Gunter's, wharf			153 13		153 13
Hatfield Point	1,812 12				1,812 12
Iron Bound Cove, wharf			302 63		302 63
Kennebecasis Island, ferry wharf			43 78		43 78
Kouchibouguac, breakwater			504 13		504 13
Leonardville, wharf			46 95		46 95
Loggieville, wharf			25 20		25 20
Lord's Cove, wharf		12,960 21			12,960 21
Lower Jemseg, wharf			133 73		133 73
Maugerville, wharf			124 77		124 77
Mather's Island, wharf			88 00		88 00
Millidgeville, ferry wharf			115 60		115 60
Mills Point, wharf			543 77		543 77
Miramichi River	43,976 45				43,976 45
Miscou, wharf			130 58		130 58
Moncton, wharf			575 44		575 44
Moulie's River, wharf			294 39		294 39
Neguac, wharf			21 00		21 00
Newcastle, wharf	2,745 48		67 57		2,813 05
Nelson, Burchill's wharf	1,878 49				1,878 49
North Head (Grand Manan Isld.) breakwater wharf			1,783 86		1,783 86
Oromocto, wharf			49 51		49 51
Petit Rocher, breakwater			96 91		96 91

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—Continued					
Quaco (St. Martin's) breakwater reconstruction		24,590 13			24,590 13
Renforth, wharf		2,975 38			2,975 38
Rexton, wharf			551 33		551 33
Richibucto Cape, completion of pier and breakwater		1,008 66			1,008 66
River St. Louis (lower) wharf			63 95		63 95
St. Andrews, wharf			7,503 79		7,503 79
St. John, harbour improvements—					
Courtenay Bay		1,184,098 70			1,184,098 70
Dry Dock subsidy				82,608 56	82,608 56
Negro Point, breakwater				742 00	742 00
Sand Point	13,122 03				13,122 03
St. John West, piers, sheds, etc	2,051 87	24,902 20	38,157 72		65,111 79
St. Louis, wharf			162 54		162 54
Scotchtown, wharf			41 11		41 11
Seal Cove, breakwater			200 50		200 50
Shippigan Gully, breakwater			279 82		279 82
Stonehaven, wharf		1,199 64			1,199 64
Summerville (Kings Co.) ferry wharf			131 00		131 00
Tabucintac, wharf			22 61		22 61
The Range, wharf			132 83		132 83
Two Rivers, wharf			335 54		335 54
Upper Derby, wharf			19 98		19 98
Wilson's beach, breakwater wharf			1,560 97		1,560 97
Woodland's wharf			247 60		247 60
Woodward's Cove, Grand Manan, wharf			100 00		100 00
Generally	639 53			1,886 00	2,525 53
Totals, New Brunswick	181,730 16	1,252,830 32	64,431 94	85,236 56	1,584,228 98
Quebec—					
Amherst (Pointe Shea) Magdalen Ilds., wharf			4,965 48		4,965 48
Anse à Beaufils, wharf			213 81		213 81
Anse à l'Eau (Tadoussac), wharf			1 056 68		1,056 68
Anse aux Gascons, wharf		23,065 65			23,065 65
Anse aux Griffons, rem. of boulders		48 50			48 50
Anse St. Jean, wharf		1,865 59			1,865 59
Ayer's Cliff, wharf			98 46		98 46
Aylmer, wharf			1,799 71		1,799 71
Baie des Rochers, wharf			190 84		190 84
aie Richard (Nominingue) w rf			93 37		93 37
Batiscan, wharf	19,668 54		10 00		19,678 54
Beloeil, protection piers			11,817 67	150 00	11,967 67
Beloeil Station, wharf			383 56		383 56
Berthierville, wharf			218 13	18 00	236 13
Bic, old wharf			74 13		74 13
Brewer's Landing (Labelle) wharf			31 50		31 50
Buckingham (Labelle), wharf			11 50		11 50
Cabano, wharf			89 90		89 90
Cacouna, wharf			1,362 86		1,362 86
Cap à l'Aigle, wharf			224 40		224 40
Cape Cove (Anse du Cap), wharf			3,042 89		3,042 89
Cap Santé, wharf			5,243 40		5,243 40
Carillon	235 19				235 19
Champlain, wharf			190 59		190 59
Chandler, wharf			199 00		199 00
Charlemagne	18 00				18 00
Chicoutimi Basin, wharf	235 25		857 67		1,092 92
Chicoutimi, wharf			3,377 99	566 07	3,944 06
Church Cove (St. Joachim), removal of boulders		244 57			244 57
Contrecoeur, wharf approach	265 78		4,367 63	39 00	4,672 41

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts	$ cts	$ cts	$ cts	$ cts
Quebec — Continued.					
Cote Ste. Catherine, wharf			173 49		173 49
Coteau Landing, wharf			71 67		71 67
Crane Island (Ile aux Grues), wharf			54 38		54 38
Cross Point, wharf			3,093 25		3,093 25
Descente des Femmes, wharf			45 00		45 00
Deschambault, wharf			1,261 70		1,261 70
Desjardins, wharf			155 03		155 03
Dorval	87 83				87 83
Doucet's Landing	5,056 61				5,056 61
Douglastown, breakwater			299 04		299 04
East Templeton, wharf			585 13		585 13
Echourie, rem. of boulders		247 57			247 57
Fabre, wharf			569 60		569 60
Father Point, wharf			3,580 06		3,580 06
Fort William (Riv. Ottawa) wharf			198 95		198 95
Fox River (Riv. aux Renards) wharf			314 42		314 42
Gaspe, deep water wharf		4,573 22			4,573 22
Gatineau Point, wharf			180 50		180 50
Glen Almond (Riv. du Lievre) wharf			32 80		32 80
Graham, wharf	190 05				190 05
Grande Entree, Magdalen Islds., wharf			179 81		179 81
Grands Méchins, wharf			1,340 36		1,340 36
Grande Riviere (Gaspe) pier			5,503 53		5,503 53
Grindstone, Magdalen Islds., breakwater			234 14		234 14
Grondines, wharf			53 82		53 82
Grosse Ile, Quar. sta. East wharf			1,738 13		1,738 13
Grosse Ile, Quar. sta. West wharf		6,799 48	4,236 57		11,036 05
Harricanaw Riv	14,981 58				14,981 58
Harrington, wharf			371 80		371 80
High Falls (Riv. du Lievre) wharf			130 14		130 14
Honfleur, wharf			178 78		178 78
House Harbour (Havre aux Maisons) Magdalen Islds. wharf			564 55		564 55
Hudson, wharf			27 44		27 44
Hull, wharf			249 15		249 15
Hurteau, wharf. (Lake Nominingue)			105 55		105 55
Ile aux Coudres, wharf			374 99		374 99
Ile Perrot (South) wharf			1,188 50		1,188 50
Ile Verte (N.D. des Sept Douleurs) W. wharf		157 40			157 40
Kamouraska, wharf			2,464 55		2,464 55
Knowlton Landing, wharf			471 38		471 38
Lacolle, wharf			91 00		91 00
Lanoraie, wharf			37 55		37 55
Laprairie, protection works		395 40			395 40
Lauzon "Champlain" dry dock		352,173 94		37,506 68	389,680 62
Lauzon "Lorne" dry dock				30,048 55	30,048 55
Lavaltrie, wharf			2,099 78	20 05	2,119 83
Les Eboulements, wharf			174 97		174 97
Lotbiniere, wharf			405 43		405 43
Louiseville	8,643 11				8,643 11
Magog, wharf			286 10		286 10
Masson, wharf			90 50		90 50
Mistassini, wharf			899 54		899 54
Mistook, wharf			243 33		243 33
Montmagny, wharf			42 25		42 25
Murray Bay (La Malbaie) wharf			1,143 77		1,143 77
New Carlisle, wharf	6,845 16		209 35		7,054 51
Newport, wharf			199 87		199 87
New Richmond, wharf			2,454 88		2,454 88
Nicolet, wharf (upstream)			241 92		241 92
North Hatley, wharf			175 50		175 50
North Timiskaming, wharf		7,551 02			7,551 02
Norway Bay (Ottawa Riv.) wharf			168 00		168 00

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.					
Notre Dame de la Salette, wharf			28 50		28 50
Notre Dame des Quinze, wharf			275 40		275 40
Papineauville, wharf			285 07		285 07
Paspebiac East, wharf		3,440 04			3,440 04
Perce, wharf			923 99		923 99
Peribonca, wharf			319 24		319 24
Petite Riviere St. Francois (Charlevoix) Rem. of boulders		497 74			497 74
Pierreville, wharf			564 21		564 21
Piopolis, wharf			22 40		22 40
Pointe à Elie (Magdalen Islds.) breakwater			921 05		921 05
Pointe à Pizeau (Sillery) wharf			663 90		663 90
Pointe aux Trembles (Neuville) wharf			2,888 74		2,888 74
Pointe Fortune, wharf	140 63		800 82		941 45
Pointe Madeleine, wharf				750 00	750 00
Point Piche (Timiskaming) wharf			3,929 74		3,929 74
Port au Persil	348 14				348 14
Port Daniel, wharf			4,071 64		4,071 64
Quebec Harbour (Riv. St. Charles)		1,068 52			1,068 52
Quyon, wharf			1,496 80		1,496 80
Repentigny, wharf			12 50		12 50
Rigaud, wharf	149 40		171 91		321 31
Rimouski, Harbour improvements	73,996 55	19,139 09		209 93	93,345 57
Rimouski River, breakwater			103 16		103 16
Riviere aux Vases (Terres Rompues), wharf			246 02		246 02
Riviere Batiscan, landing pier			1,088 27		1,088 27
Riviere Beaudette	96 40				96 40
Riviere des Vases (Temiscouata) wharf			75 00		75 00
Riviere du Lievre, lock and dam	24 00	8,865 60		2,690 79	11,580 39
Riv. du Loup (en bas) wharf			4,008 50		4,008 50
Riviere Ouelle, wharf			1,299 62		1,299 62
Riviere St. Maurice	4,891 40				4,891 40
Riviere Saguenay	16 14				16 14
Roberval, wharf			57 60		57 60
Ruisseau à la Loutre, wharf			2,269 85		2,269 85
Ruisseau Leblanc, wharf			50 98		50 98
Ste. Adelaide de Pabos, wharf			195 77		195 77
St. Alphonse de Bagotville, wharf			2,438 34		2,438 34
St. André de Kamouraska, wharf			43 20		43 20
St. Andrews, wharf. (Argenteuil)	689 15		753 89		1,443 04
Ste. Anne de Beaupré, wharf			274 76		274 76
Ste. Anne de Chicoutimi, wharf			1,987 01		1,987 01
Ste. Anne des Monts, wharf			22 83		22 83
Ste. Antoine de Richelieu (Verchères) wharf			819 44		819 44
St. Charles de Caplan, wharf			700 00		700 00
Ste. Emélie (Leclercville) wharf			9 65		9 65
Ste. Famille (Ile d'Orleans) wharf		4,901 35	354 20		5,255 55
St. Francois du Lac, wharf			77 00		77 00
St. Francois (Ile d'Orleans) wharf Nth. side			162 30		162 30
St. Francois (Ile d'Orleans) wharf Sth. side			6,177 00		6,177 00
St. George de Malbaie (Chien Blanc) breakwater		140 19			140 19
St. Godfroy, wharf			2,314 09		2,314 09
St. Ignace de Loyola, wharf			2,393 34		2,393 34
St. Irenée les Bains, wharf			483 45		483 45
St. Jean Deschaillons, wharf			109 19		109 19
St. Jean (Ile d'Orleans)–wharf			467 35		467 35
Ste. Jeanne d'Arc (Lake St. John) landing		200 46			200 46
St. Jean Port Joli, wharf			2,488 25		2,488 25

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts	$ cts.	$ cts	$ cts	$ cts.
Quebec—Continued.					
St. Jerome (Lake St. John) wharf			780 74		780 74
St. Johns, guide piers				65 35	65 35
St. Laurent (Ile d'Orleans) wharf			1,053 83		1,053 83
Ste. Luce, wharf			98 14		98 14
St. Mathias, wharf			1,699 76		1,699 76
St. Methode (Tikouabe) wharf			356 62		356 62
St. Michel de Bellechasse, wharf			1,116 05		1,116 05
St. Nicholas, wharf			4,301 18		4,301 18
St. Ours (Riv. Richelieu) wharf	47 75		1,923 79		1,971 54
St. Paul (Ile aux Noix) wharf			298 95		298 95
St. Roch des Aulnaies, wharf			1,199 61		1,199 61
St. Roch de Richelieu, wharf				122 53	122 53
St. Simeon, wharf			647 69		647 69
St. Sulpice, wharf	44 06		143 00		187 06
Ste. Victoire, wharf			289 71		289 71
St. Zotique, wharf			1,995 83		1,995 83
Sabrevois, wharf			897 90		897 90
Sorel, wharf		920 86	2,013 07		2,933 93
Squateck, wharf			1,054 98		1,054 98
Three Rivers, coal wharf			1,406 37		1,406 37
Thurso, wharf			1,646 72		1,646 72
Vaudreuil, wharf			499 10		499 10
Vercheres, wharf			134 40	139 69	274 09
Verdun, wharf	1,990 95		967 73		2,958 68
Ville Marie, wharf			527 83		527 83
Yamaska, wharf			510 15		510 15
Yamaska, lock and dam				1,129 85	1,129 85
Generally	7,305 99			23,036 73	30,342 72
Totals, Quebec	145,967 66	436,296 19	153,322 24	96,493 22	832,079 31
Ontario—					
Allandale, wharf			262 64		262 64
Arnprior, wharf			165 02		165 02
Armitage Landing, wharf			99 13		99 13
Bare Point, breakwater (See Port Arthur)					
Barrie, wharf			1,344 03		1,344 03
Bayfield, pier			4,607 75		4,607 75
Baysville, wharf			195 57		195 57
Beaumaris, wharf			66 63		66 63
Belle Ewart, wharf			98 10		98 10
Belleville	21,291 73				21,291 73
Bracebridge, wharf			293 95		293 95
Bruce Mines, wharf			586 32		586 32
Burleigh Falls, stop log and dam			129 76	101 25	231 01
Byng Inlet	905 29				905 29
Cape Croker, pier			351 00		351 00
Chatham	4,666 88				4,666 88
Chenal Ecarté	748 23				748 23
Chute à Blondeau, wharf			204 29		204 29
Cobourg, piers &c.		11,342 53	474 20		11,816 73
Coldwater, wharf			237 04		237 04
Collingwood, breakwater reconstruction	26 35	22,523 40			22,549 75
Collingwood graving dock No. 1 (subsidy)				15,000 00	15,000 00
Collingwood graving dock No. 2 (subsidy)				9,208 96	9,208 96
Collins Bay	214 95				214 95
Craigie Lea, wharf			81 20		81 20
Cumberland, wharf			361 49		361 49
Depot Harbour, wharf			18,612 60		18,612 60
Doe Lake, wharf			146 30		146 30

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.					
Dyer's Bay, wharf			1,343 64		1,343 64
Fitzroy Harbour, wharf			79 65		79 65
Fort William, harbour improvements		33,546 87			33,546 87
French River, dams			3,301 92		3,301 92
Gargantua Harbour, wharf			1,506 51		1,506 51
Goderich, docks	18,505 18		6,539 40		25,044 58
Grand Bend piers			1,056 95		1,056 95
Gravenhurst, wharf			352 50		352 50
Haileybury, dockyard				465 94	465 94
" wharf			396 95		396 95
Hamilton	3,682 56				3,682 56
Hawkestone, wharf			65 50		65 50
Holland River, wharf approach			150 00		150 00
Jeannette's Creek, wharf	6,091 94		202 06		6,294 00
Kenora, wharf			375 92		375 92
Kincardine, pier			1,570 80		1,570 80
" piling			1,668 51		1,668 51
Kingston, harbour improvements	12,569 40	3,510 00			16,079 40
" Maintenance and operation of combined roadway, wharf and bridges				15,240 69	15,240 69
Kingsville, piers	10,173 78		11,083 85		21,257 63
Leamington, pier	1,380 05		8,332 28		9,712 33
Little Current, rebuilding wharf		28,140 89			28,140 89
L'Orignal, wharf			710 24		710 24
MacLarens' Landing, wharf		7,877 73			7,877 73
Magnetawan, wharf			490 36		490 36
Midland, wharf	314 00		2,001 37		2,315 37
Milford Bay, wharf			1,595 48		1,595 48
Minaki, wharf			8 00		8 00
Monetville	310 35				310 35
Montreal River (Latchford) dam				2,539 40	2,539 40
New Liskeard, wharf			400 22		400 22
Nipissing, wharf			261 77		261 77
North Bay, wharf		9,926 80			9,926 80
Oakville, pier	272 50		1,971 48		2,243 98
Oshawa, wharf			968 13		968 13
Owen Sound, wharf		52,765 48	12,987 72		65,753 20
Parry Sound, wharf		17,236 82			17,236 82
Pelee Island, piers			3,447 91		3,447 91
Pembroke, wharf		14,071 70			14,071 70
Penetanguishene, wharf			1,159 95		1,159 95
Petewawa, wharf		3,529 73			3,529 73
Point Edward	1,875 87				1,875 87
Port Arthur, dry dock (subsidy)				37,741 50	37,741 50
" (Bare Pt.) breakwater		83,186 23			83,186 23
Port Burwell, pier	48,447 00		1,539 98		49,986 98
" Radio Telegraph Station		7,240 51			7,240 51
Port Colborne, breakwaters			54,576 43		54,576 43
Port Dover, piers	3,795 73		10,968 68		14,764 41
Port Maitland	93 45				93 45
Port McNicoll (See Victoria Hr.)					
Port Rowan, pier			499 98		499 98
Port Stanley, harbour works	14,990 50		11,444 19		26,434 69
Port Sydney, wharf			49 15		49 15
Providence Bay, wharf			1,994 77		1,994 77
Richard's Landing, wharf			65 28		65 28
River Thames	1,168 80				1,168 80
Roaches Point, wharf			378 99		378 99
Rondeau Harbour, improvements		25,116 31			25,116 31
St. Joseph Island, wharf			1,121 70		1,121 70
St. Williams, wharf			388 75		388 75
Sand Point (Riv. Ottawa) wharf			99 85		99 85
Sault Ste. Marie, wharf	24,607 63		1,231 90		25,839 53
Severn Falls, wharf		373 97			373 97

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts	$ cts.	$ cts.	$ cts	$ cts.
Ontario—Continued					
Severn Bridge, wharf			263 60		263 60
Shanty Bay, wharf			42 97		42 97
Sheguindah, wharf		73 12			73 12
Silver Centre, wharf			430 77		430 77
Sparrow Lake, wharf		2,277 05			2,277 05
Stokes Bay, wharf			100 85		100 85
Sturgeon Falls, wharf		6,383 97			6,383 97
Sydenham River	1,406 75				1,406 75
Thessalon, wharf		11,624 59	494 20		12,118 79
Tobermory, glance booms				210 22	210 22
Toronto, harbour improvements:—					
Roger Miller Contract		813,599 61			813,599 61
Eastern Channel east pier		66,121 22			66,121 22
Western Channel				196 67	196 67
Toronto Island, breakwater protection		133,658 00			133,658 00
Treadwell, wharf			384 79		384 79
Victoria Hr. (Port McNicoll) wharf (warehouse)	1,843 25		124 25		1,967 50
Wendover, wharf			416 37		416 37
Wheatley, pier			1,946 97		1,946 97
Whitby, piers		619 49			619 49
Windermere, wharf			198 15		198 15
Windsor, dock			231 40	1,770 00	2,001 40
Generally	7,306 00			10,512 92	17,818 92
Totals, Ontario	186,688 17	1,354,746 02	181,340 06	92,987 55	1,815,761 80
Manitoba—					
Big George Island	17,172 59				17,172 59
Big Island (Hecla) wharf		693 80			693 80
Dauphin River, wharf		304 35			304 35
Delta, protection works		2,484 09			2,484 09
Hole River, removal of obstructions		3,014 00			3,014 00
Lake Winnipegosis	171 00				171 00
Le Pas, wharf	13,309 75	7,063 36			20,373 11
Little Pembina River, dam			1,854 76		1,854 76
Red River, channel protection			8,298 78		8,298 78
" mouth	12,408 00				12,408 00
St. Andrews Rapids, lock and dam				21,469 56	21,469 56
Selkirk, slough	2,425 54				2,425 54
" wharf and slip	909 99			4,715 72	5,625 71
Wanipigow River, removal of obstructions		1,466 74			1,466 74
Generally				2,411 91	2,411 91
Totals, Manitoba	46,396 87	15,026 34	10,153 54	28,597 19	100,173 94
Saskatchewan and Alberta—					
Fort McMurray, wharfage accommodation		2,002 96			2,002 96
Generally				295 84	295 84
Totals, Saskatchewan and Alberta		2,002 96		295 84	2,298 80
British Columbia—					
Ainsworth, fender boom		1,145 38			1,145 38
" wharf		1,742 34			1,742 34
Albion, wharf			960 46		960 46
Alert Bay, float		771 04			771 04
Alice Arm, wharf		14,432 37			14,432 37
Anderson Lake, cribway		474 56			474 56
Bamfield, wharf, etc			56 10		56 10

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Continued					
Barnston Island, wharf			404 54		404 54
Beaton, wharf			22 52		22 52
Bella Bella, wharf			182 24		182 24
Bindley's Landing, float			105 15		105 15
Bold Point, float			105 47		105 47
Boswell, floating wharf		8,668 78			8,668 78
Burnaby (Queens Ave.), wharf		1,411 72			1,411 72
Burton, new dolphins		454 57			454 57
Campbell River, wharf			7,546 92		7,546 92
Camp Island, wharf			119 59		119 59
Capilano, training dams			901 13		901 13
Carroll's Landing, wharf		7,675 14			7,675 14
Chemainus Landing, float			85 85		85 85
Chilliwack, wharf (shed)		681 12			681 12
Church House, wharf			8 94		8 94
Clayoquot, float			242 64		242 64
" wharf			350 00		350 00
Columbia River, below Burton, matrassing			1,154 03		1,154 03
Comox, wharf			292 55		292 55
Coquitlam River		1,749 72			1,749 72
Courtenay River	424 90				424 90
Courtenay, wharf		2,061 85			2,061 85
Cowichan Bay, wharf		8,391 99			8,391 99
Crescent Bay, wharf			120 60		120 60
Deep Cove, wharf			168 00		168 00
Deer Park, wharf			763 50		763 50
Degnans Bay, wharf			338 00		338 00
Digby Island, wharf			37 60		37 60
Donley's Landing, float			63 33		63 33
Eagle Cliff, float			397 81		397 81
East Arrow Park, wharf		92 88			92 88
Edgewood, wharf			316 15		316 15
English Bay, wharf		2,500 00			2,500 00
Esquimalt	5,552 94				5,552 94
" new dry dock		1,266,184 89			1,266,184 89
" old dry dock				21,882 90	21,882 90
Ewing's Landing, float			987 04		987 04
Fraser's Wharf			80 45		80 45
Fraser River Improvements—					
Annieville Bar, groynes			2 06		2 06
Nicomen, McDonald Bar	31,217 86				31,217 86
North Arm	25,245 08				25,245 08
Sandheads	8,990 43				8,990 43
Snagboat *Samson*				28,562 15	28,562 15
Steveston Jetty	26,799 95	8,320 52			35,120 47
Woodword Slough	61,518 05				61,518 05
Fulford Harbour, wharf			98 80		98 80
Ganges Harbour, wharf		8,104 57			8,104 57
Gibson Landing, wharf			156 87		156 87
Gower Point, float			635 19		635 19
Grace Harbour, float			105 48		105 48
Graham, wharf		2,695 16			2,695 16
Granite Bay, wharf			21 27		21 27
Grey's Creek, wharf			498 32		498 32
Halcyon, wharf			118 75		118 75
Harrop, wharf			124 24		124 24
Hatzic	5,672 40				5,672 40
Heriot Bay, float			441 57		441 57
Holberg, wharf approach		1,799 70			1,799 70
Hope Bay (Pender Island), wharf			3,618 15		3,618 15
Hornby Island, wharf			745 25		745 25
Ioco (Sunnyside), wharf		7,266 72			7,266 72
Irvings Landing, float			29 12		29 12
Johnson's Landing, wharf			267 11		267 11

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Continued					
Kaslo, wharf			2,956 04		2,956 04
Killiney, wharf			2,547 13		2,547 13
Kincolith, wharf			8,353 26		8,353 26
Kokanee, wharf			488 60		488 60
Kootenay Bay, wharf			65 28		65 28
Kootenay Landing	15,983 62				15,983 62
Kuskanook, wharf		5,311 59			5,311 59
Ladysmith, wharf		9,918 36			9,918 36
Lang Bay, wharf			2,240 45		2,240 45
Lloyd Point, float			68 00		68 00
Lockport, wharf			100 00		100 00
Long Bay, float			214 81		214 81
Long Beach, wharf			97 88		97 88
Lyall Harbour, wharf			128 00		128 00
Maples Bay, wharf			2,219 28		2,219 28
Mary Island, wharf			375 00		375 00
Manson's Landing, wharf		5,207 35			5,207 35
McDonald's Landing, wharf			205 91		205 91
Minto Landing, slipway		33 77			33 77
Mirror Lake, wharf			1,927 73		1,927 73
Mission, wharf			968 85		968 85
Nahun, wharf			265 00		265 00
Nakusp, wharf			177 82		177 82
Nanaimo, wharf			2,076 52		2,076 52
Needles, wharf			1,182 29		1,182 29
New Massett, wharf			796 15		796 15
New Massett, to settle claims due to collapse of wharf		1,639 83			1,639 83
New Westminster	3,644 44				3,644 44
North Gabriola Island, wharf			1,632 38		1,632 38
Okanagan, control dam			1,858 76		1,858 76
Okanagan Mission, wharf			262 35		262 35
Peachland, wharf			1,766 14		1,766 14
Pitt Lake	3,977 20				3,977 20
Port Alberni, wharf			354 00		354 00
Port Clements, wharf			768 00		768 00
Port Haney, wharf			29 67		29 67
Port Hardy, wharf			619 55		619 55
Port Washington, wharf			2,481 19		2,481 19
Powell River, addition to wharf		1,682 26			1,682 26
Prince Rupert quar. station, wharf			184 00		184 00
Princess Creek, floating wharf		1,740 00			1,740 00
Proctor, floating wharf	188 45	1,489 00			1,677 45
Quathiaski Cove, wharf			2,161 87		2,161 87
Queens Bay, wharf			75 12		75 12
Renata, wharf			11 00		11 00
Retreat Cove, wharf			2,369 51		2,369 51
Robert's Bay, float			802 94		802 94
Roy, float			317 00		317 00
Royston, wharf			969 99		969 99
Salmon Arm (Cariboo Dist.) wharf			557 78		557 78
Salmon Arm (Sayward Dist.) wharf			1,404 64		1,404 64
Sandspit Point, wharf reconstruction		8,575 77			8,575 77
Saturna Island, wharf			65 13		65 13
Savary Island, wharf		267 76			267 76
Seaford, float			1,190 25		1,190 25
Sherwood, float			87 88		87 88
Shoal Bay, float		402 50			402 50
Sicamous, wharf extension		2,130 74			2,130 74
Skeena River	11,604 80				11,604 80
Skidegate, wharf			1,639 46		1,639 46
Snug Cove, float		1,127 66			1,127 66
Sointula, wharf			1,197 00		1,197 00
Sooke, wharf			2,559 42		2,559 42
Sorrento, wharf		2,670 07			2,670 07

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Concluded.					
South Gabriola Island, wharf		1,672 42			1,672 42
South Pender Island, wharf			2,296 41		2,296 41
Squamish, wharf	447 75		1,178 48		1,626 23
Squirrel Cove, float		838 64			838 64
Stag Bay, float			14 54		14 54
Stapelby, float			97 07		97 07
Stewart, wharf		1,842 10			1,842 10
Stickine Riv., rem. of obstructions		50 00			50 00
Summerland, wharf			58 05		58 05
Sumas	3,734 75				3,734 75
Sunshine Bay, wharf (Shed)			71 30		71 30
Surge Narrows, float			107 70		107 70
Syringa Creek, wharf			299 18		299 18
Thetis Island, wharf		985 09			985 09
Tofino, wharf			4,588 87		4,588 87
Trepanier, wharf			154 45		154 45
Tucker Bay (Lasquetti Isld.) wharf			498 94		498 94
Ucluelet, wharf			68 27		68 27
Union Bay, wharf			125 00		125 00
Upper Pitt Lake, wharf		3,934 16	318 20		4,252 36
Vancouver, First Narrows	930 09				930 09
Velvelet, wharf			106 82		106 82
Victoria harbour, improvements	94,288 23	350 50			94,338 73
West Arrow Park, wharf			110 80		110 80
White Rock, wharf			123 06		123 06
William's Head, quar. station, wharf			1,231 05	209 46	1,440 51
" " coal wharf			958 88		958 88
" " dolphins		790 00	2,424 00		3,214 00
William's Landing, float			108 35		108 35
Wyatt Bay, float			84 40		84 40
Generally	5,761 97			10,935 40	16,697 37
Totals, British Columbia	305,982 91	1,399,284 59	90,515 94	61,589 91	1,857,373 35
Yukon Territory—					
Stewart River, Improvements		5,843 78			5,843 78
Total, Yukon Territory		5,843 78			5,843 78
Harbours and Rivers Generally—					
General expenses of Staff, etc				12,816 38	12,816 38
Salaries of district engineers, assistants, etc				507,790 22	507,790 22
Test borings for sundry projected works		9,404 72			9,404 72
Totals, generally		9,404 72		520,606 60	530,011 32

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Continued*

Name of Work	Construction and Improvements	Repairs	Staff and Maintenance	Total
DREDGING PLANT	$ cts.	$ cts.	$ cts.	$ cts.
Maritime Provinces		76,924 41		76,924 41
Ontario and Quebec		26,970 11		26,970 11
Manitoba, Saskatchewan and Alberta	3,465 18	3,065 33		6,530 51
British Columbia		13,534 50		13,534 50
Totals, Dredging Plant	3,465 18	120,494 35		123,959 53
ROADS AND BRIDGES				
Maritime Provinces—				
Grand Etang bridge, N.S.		99 84		99 84
St. Leonard, N.B., International bridge	1,958 93			1,958 93
Edmundston International bridge	145,852 56			145,852 56
Quebec and Ontario—				
Burlington Channel, new bridge	262,220 16			262,220 16
Ottawa city, bridges and streets maintained by Government:—				
Connaught Place and Wellington St			2,226 03	2,226 03
New Chaudiere bridge	3,313 34	3,435 11		6,748 45
Lighting all above			2,273 41	2,273 41
York bridge (Grand River)		5,083 12		5,083 12
Manitoba, Saskatchewan, Alberta and British Columbia—				
Banff bridge (Anthracite Bridge)		16 20		16 20
" new bridge	157,604 02			157,604 02
Capilano bridge	10,687 13			10,687 13
Edmonton bridge	138 66			138 66
Netley Cut bridge, Man.		522 90		522 90
Shellmouth bridge		761 29		761 29
Totals, Roads and Bridges	581,774 80	9,918 46	4,499 44	596,192 70
TELEGRAPH AND TELEPHONE LINES				
Cape Ray—Newfoundland			500 00	500 00
Maritime Provinces—				
Bay of Fundy lines			4,743 36	4,743 36
Cape Breton lines	648 00		47,702 63	48,350 63
Chatham-Escuminac line			2,155 56	2,155 56
Pictou Island, cable	8,942 50			8,942 50
Prince Edward Island and mainland cable			14,032 58	14,032 58
Quebec Mainland—				
Dorchester County lines			303 93	303 93
North Shore, east of Bersimis			37,573 85	37,573 85
" west of Bersimis			21,656 85	21,656 85
Quebec County lines		1,800 00	3,334 50	5,134 50
Timiskaming lines			5,627 10	5,627 10
Quebec Islands—				
Anticosti System			11,802 55	11,802 55
Cable ship *Tyrian*			65,224 40	65,224 40
Grosse Isle, Isle aux Coudres and Island of Orleans system		171 00	8,065 58	8,236 58
Magdalen Islands system			10,291 03	10,291 03
Maritime Provinces and Gulf generally			9,502 73	9,502 73
Ontario—				
Pelee Island system			2,933 22	2,933 22
Saskatchewan and Alberta—				
Saskatchewan system			72,476 99	72,476 99
Alberta system	10 80		112,504 44	112,515 24

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1922—*Concluded*

Name of Work	Construction and Improvements	Repairs	Staff and Maintenance	Total
TELEGRAPH AND TELEPHONE LINES	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia and Yukon—				
Ashcroft-Dawson system	20,637 25		264,319 29	284,956 54
British Columbia mainland system	21,635 61	20,996 89	106,883 97	149,516 47
British Columbia-Vancouver Isld. system	1,932 95		144,120 72	146,053 67
Telegraph Service, generally			1,585 83	1,585 83
Totals, Telegraph and Telephone Lines	53,807 11	22,967 89	947,341 11	1,024,116 11
MISCELLANEOUS				
Surveys—				
Maritime Provinces			24,432 45	
Quebec			24,250 64	
Ontario			31,062 38	
Manitoba			6,474 21	
Saskatchewan and Alberta			3,145 26	
British Columbia			19,680 87	
Generally			758 91	109,804 72
Upper Ottawa Storage dams—				
Land damages	23,293 89			23,293 89
Quinze dam			19,448 64	19,448 64
Timiskaming dam			14,413 41	14,413 41
Generally			56,393 21	56,393 21
Accounts Branch—				
Salaries and travelling expenses of agents, clerks, etc., of outside service			21,734 08	21,734 08
Gratuities to widows or representatives of 45 deceased employees under Civil Service Amendment Act (Sec. 30)			8,829 47	8,829 47
Memorial to the late Lt.-Col. H. Baker, M.P.	1,500 00			1,500 00
Operation and maintenance of inspection boats			15,329 92	15,329 92
River gaugings and metering			11,902 04	11,902 04
Collection of Public Works Revenues			4,007 95	4,007 95
Public Service Retirement Act—Gratuities to retiring employees			37,029 12	37,029 12
Cost of living bonus			410,318 24	410,318 24
Increase in salaries due to app. of reclassification of C.S. (Vote 529)			31,692 94	31,692 94
Totals, Miscellaneous	24,793 89		740,903 74	765,697 63

PART II

Expenditures by the Department of Public Works of Canada from Demobilization

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Heating	Lighting	Water	Power	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia									
Dartmouth, M. and D. (Old Park School)		3,742 59	41 66						3,784 25
Halifax, Barracks, North Commons	41 80								41 80
" Bellevue military hospital	3,743 77								3,743 77
" Camp Hill military hospital	1,311 74								1,311 74
" discharge depot, pier No. 2	91,086 03								91,086 03
North Sydney Air Station	1,968 88								1,968 88
Stellarton, M. and D., Armoury			525 00						525 00
Sydney, S.C.R. (McLeod Block), medical branch			125 00						125 00
" " (Ross Block)			170 00						170 00
Sydney Mines, M. and D., 36th Battery, C.F.A.			450 00						450 00
Truro, Soldiers' Settlement Board		22 54							22 54
Weymouth, M. and D., Armoury			180 00						180 00
" " Garage		27 40	135 00						162 40
Yarmouth, M. and D., 84th Field Battery			450 00						450 00
Prince Edward Island									
Charlottetown (Riley Bldg.), S. S. Board		48 07	825 00						873 07
" S.C.R. vocation branch, etc., Grafton st.			529 50						529 50
Summerside, S.C.R. (Thomas Andrew Bldg.), vocation branch			30 00						30 00
New Brunswick									
Edmundston, M. and D., Armoury			1,260 00						1,260 00
Fredericton, military hospital	482 82								482 82
Marysville, M. and D. (Knights of Pythias Bldg.)			260 00						260 00
Moncton, Armoury, George st.			320 00						320 00
" M. and D., Field Battery, C.F.A.			450 00						450 00
" " (Moncton Paint Co. Bldg.)			1,833 33						1,833 33
Riverglade, sanatorium	5,263 43								5,263 43

St. John, County military hospital	1,034 00								1,034 00
" Lancaster hospital	115 00								115 00
" M. and D. (Canada Life Bldg.)			175 00						175 00
" " Headquarters No. 7			1,875 00						1,875 00
" S.C.R., dental clinic			450 00						450 00
" " (Pacific Dairies Bldg.)			748 70						748 70
" " (Stockton Bldg.), 94 Prince William st.			13 60						13 60
Sackville, M. and D., Crescent st.			225 00						225 00
Quebec									
Danville, S. S. Board		13 56							13 56
Fraserville (Riv. du Loup), M. and D., Armoury			1,080 00						1,080 00
Granby, M. and D., Armoury			1,150 00						1,150 00
Hull, 70th Regt., 127–9 Main st.			1,300 00						1,300 00
Lachute, 11th Regt., Argenteuil Rangers, Main st.			280 00						280 00
Montreal, M. and D., Armoury, Victoria Rifles			875 00						875 00
" " "Grey Head," 148 McTavish st., hospital and garage			4,785 00						4,785 00
" " 23 Mance st., Military District No. 4			3,964 77			33 62			3,998 39
" " (Old Stanley St. Church), 55th Irish Rangers			4,500 00						4,500 00
" " (Read Bldg.) Ordnance and Barracks stores			833 33						833 33
" " Verdun, No. 2 Machine Gun Co., Fire Sta.			1,250 00						1,250 00
" " Westmount Rifles, 1215 Greene Ave.			1,875 00						1,875 00
" " Garage, 142–144 Bleury st.		38 57	250 00						288 57
" S.C.R. (Ames-Holden Bldg.)		10,445 66	14,628 90	346 13	564 32		137 83		26,122 84
" " (Caron Bldg.) training br.			20 25						20 25
" " (Drummond Bldg.)			1,798 01						1,798 01
" " (Lyman Bldg.) store room			250 00						250 00
" " Prince of Wales (Old Loyola College), 68 Drummond st.		5 79	21,996 54	255 91	610 39		70 09		22,938 72
" " Vocational school, 163 Ontario st.			375 00						375 00
" " 186 Windsor st.			191 65						191 65
Quebec, (Lindsay Bldg.), Soldiers' Settlement Board		274 47	313 97						588 44
" M. and D., d'Auteuil st.			843 75						843 75
" S.C.R. (Merger Bldg.)			789 00						789 00
" sundry buildings			62 75						62 75
Ste. Anne de Bellevue military hospital	18,868 39								18,868 39
Sherbrooke (Sun Life Bldg.), S. S. Board		252 99	1,160 00						1,412 99

EXPENDITURES by the Department of Public Works of Canada from Demobilization—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Heating	Lighting	Water	Power	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa Buildings									
Board of Pension Comm. (Federal Bldg.)			618 55						618 55
" " " (Transportation Bldg.)		825 00							825 00
Historic Records Comm., cor. Sparks and Kent sts.			4,450 00						4,450 00
M. and D., Daly Bldg., Records office		9,000 00							9,000 00
" Garage, Cor. Duke and Queen sts			2,658 09			59 25			2,717 34
" (O.A.A.C. Bldg.), 5th P.L.D.G., Artillery brigade			8,231 65	381 92					8,613 57
Sir Sanford Fleming Home	3,000 00		1,379 89			54 15			4,434 04
War Trophies Bldg., Sussex st.	80 00								80 00
Generally				26 17					26 17
Ontario (excluding Ottawa)									
Bowmanville, M. and D., King st., No. 1 Co. Durham Regt			195 00						195 00
Brantford, M. and D. (Schultz Bldg.), 32nd Battery Gun Room			3,965 00						3,965 00
" " 29 Gilkinson st			99 74						99 74
" S.C.R., Cor. King and Dalhousie sts.			330 12						330 12
Brighton Town Hall, "B" Co., Northumberland Regt			60 00						60 00
Burlington, Brant House, military hospital	9,371 10								9,371 10
Campbellford, M. and D. (Irwin Block)			120 00						120 00
Chatham, "E" Battery, 2nd Machine Gun Brigade			720 00						720 00
Collingwood, M. and D. (Town Hall)		51 00	120 00						171 00
Cornwall, M. and D.			390 00						390 00
Dunville, M. and D.			94 67						94 67
Fort William, S.S.B. (Cuthbertson Block)			84 00						84 00
Fort William, M. and D. (Murphy Bldg.)			900 00						900 00
Goderich (Colborne Hotel, Hamilton st.), M. and D.			360 00						360 00
Green's Creek, Air Board	18 55								18 55
Guelph, S.C.R. (Herald Bldg.)			600 00						600 00

Hamilton, (Royal Market Bldg.), Board of Pension Comm.			1,525 00						1,525 00
" S.C.R., 92 McNab st.			500 00						500 00
Huntsville, M. and D., Main st., No. 1 Co., Pioneers			175 00						175 00
Ingersoll, M. and D. (Bank of Montreal Bldg.), Signal Corps			63 00						63 00
Ingersoll, M. and D., old Church Bldg. on Drill Hall site		100 00							100 00
Kenora, M. and D., Armoury			1,000 00						1,000 00
Kingston, M. and D., Queens military hospital	492 00								492 00
" " Ordnance depot (Cement Bldg.)			2,816 36						2,816 36
" Mowat sanatorium	4,004 87								4,004 87
" S.C.R., garage, cor. Brock and Montreal sts.			105 00						105 00
" " (Golden Lion Block)		10 00	1,360 00						1,370 00
" " (Kingston Hosiery Co's. Bldg.)			1,050 00						1,050 00
" " (old Collegiate Bldg.)		200 00	1,000 00						1,200 00
" " vocational br. (Merchants Bank Bldg.)			189 59						189 59
" Sydenham, "Ongwanda" isolation hospital	6,518 52								6,518 52
London, S.C.R., 81 King st.		140 00	560 00						700 00
" " Board of Pension Comm., 184-190 Horton st.			3,900 00						3,900 00
" " Shops, 562 Talbot st.			760 00						760 00
" Westminster military hospital	71,124 74								71,124 74
Newmarket, Military Hospital	25,000 00								25,000 00
Owen Sound, M. & D., 31st Grey Regt.			515 83			2 50			518 33
Perth, M. & D.			93 75						93 75
Peterboro S.C.R. (Barrie Bldg.) Vocational Br.			580 83						580 83
Pontypool (Durham Co) M. & D., Hillside Ave., 3rd Dragoons			260 00						260 00
Powasson, M. and D., King St.			70 00						70 00
St. Catharines, S.C.R., 46 Queen St., Vocational Br.			15 00						15 00
St. Marys M. & D., Water St.			422 50						422 50
St. Marys, M. and D.			275 00						275 00
Sarnia, M. and D., old waterworks Bldg., Sarnia Battery			1,085 00						1,085 00
Sault Ste. Marie, M. and D., 849 Queen St. W.			40 00						40 00
Smith's Falls, M. and D., 19 Main St.			151 25						151 25
Toronto, Board of Pension Comm., (Crown Life Bldg)			3,690 00						3,690 00
Toronto, Casualty clearing station	5,832 30								5,832 30
Toronto, Central Military hospital, (old Bishop Strachan school)			8,451 69			77 57			8,529 26
Toronto, Euclid Hall, Military Hospital	222 00								222 00

EXPENDITURES by the Department of Public Works of Canada from Demobilization—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Heating	Lighting	Water	Power	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—(Continued)									
Toronto, M. and D., Cor. Dundas and Pacific W..									
36th Peel Regt			990 00						990 00
Toronto, M. and D., Ordnance stores, 174 Spadina Ave			6,260 87	616 00	25 65		6 28		6,908 80
Toronto, M. and D., Demobilization office, 287 Queen St. W			2,100 00						2,100 00
Toronto, M. and D., 69-71 King St. W			1,950 00						1,950 00
Toronto, M. and D., 48 University Ave., Sergeants Mess, Queens Own Rifles			600 00						600 00
Toronto, M. and D., old Technical School			150 00						150 00
Toronto, Military District No. 2 Headquarters, (Cawthra House, 211 College St.)			6,500 00						6,500 00
Toronto, Orthopaedic hospital	10,938 96								10,938 96
Toronto, S.C.R., dental clinic, Orthopaedic Bdg., 184 Spadina Ave		41 38		535 31					576 69
Toronto, S.C.R., (Henry Bdg., Cor. Richmond and Duncan Sts)			3,917 31						3,917 31
Toronto, S.C.R., Mechanical transport, Dupont St. garage		50 00	5,530 65						5,580 65
Toronto, S.C.R., Nurses' Home, 141 Isabella St.			125 00						125 00
Toronto, S.C.R., Stores Br., Cor. Pearl and Simcoe Sts		630 28	2,802 70		60 55	38 67	3 93		3,536 13
Toronto, S.C.R., Vocational Br., 592 King St			5,350 00						5,350 00
Toronto North, Orthopaedic Hospital (Davisville)	32,343 92		4,926 81						37,270 7
Trenton, armoury, Hastings and Prince Edward Regt			450 00						450 00
Windsor, S.C.R., 76 Pitt St. E		10 00					4 59		14 59
Windsor, S.C.R., Vocational Br., 24 London St. E		4 92	1,400 00						1,404 92
Manitoba.									
Morden, M. and D., armoury, cor. Railway and 8th sts		8 80	400 00						408 80
Souris, M. and D., B. Squadron, 1st Manitoba Rifles		46 00							46 00

Victoria Beach, Air Station	13 00								13 00
Winnipeg, Armoury and drill hall, 220 Hampton St			600 00						600 00
Winnipeg, "Deer Lodge" military hospital			2,200 00						2,200 00
Winnipeg, S.C.R., (Bon Accord Bldg.), Western medical stores			1,680 00						1,680 00
Winni eg, S.C.R., (Board of Trade Bldg.) Information Service			120 00						120 00
Winnipeg, S.C.R., (Keewaydon Bldg.)			2,315 00						2,315 00
Winnipeg, S.C.R., Mechanical Transport garage, 297 Burwell St			518 00						518 00
Winnipeg, S.C.R., (Notre Dame Investment Bldg)			16,558 50						16,558 50
Winnipeg, S.S.Board, (Enderton Bdg.)		1,924 91	5,215 00						7,139 91
Winnipeg, "Tuxedo" military hospital	18,876 00								18,876 00
Saskatchewan.									
Kerrobert, M. and D			375 00						375 00
Kindersley, Headquarters 18th Can. Light Horse			600 00						600 00
Moose Jaw, military hospital (Ross Park)	1,138 89								1,138 89
Prince Albert, (Harphill Bldg.,) S.S.B		811 31	3,450 00						4,261 31
Qu'Appelle, M. and D., 10th Artillery Brigade			200 00						200 00
Regina, M. and D., Armoury, (St. Andrew Hall)			2,400 00						2,400 00
" " Demobilization Br., (Sherwood Bldg.)	411 94								411 94
Regina, M. and D., garage, 14th Ave. and Albert St			710 00						710 00
Regina, M. and D., military district No. 12			5,800 00						5,800 00
" " " " " stables			270 00						270 00
" " Ordnance corps, ammunition hut			120 00						120 00
Regina, M. and D., Ordnance corps, (Exhibition Bldg)			782 15						782 15
Regina, M. and D., Ordnance stores, cor. Dewdney and Ottawa Sts			1,950 00						1,950 00
Regina, M. and D., Ordnance stores, 8th Ave. & Ottawa St			2,139 96						2,139 96
Regina, M. and D., Ordnance depot on lots Nos. 21-24			7,800 00						7,800 00
Regina, M. and D., (Red Triangle Hut)			1,219 30						1,219 30
" " S.S.Board (Westman Chambers.)		929 34	5,570 00						6,499 34
Regina, M. and D., S. C.R., (G.W.V.A. Bldg., Albert and 11th Ave.)			5,208 00						5,208 00
Rosetown, M. and D., 18th Can. Light Horse			375 00						375 00
Saltcoats, M. and D			135 00						135 00
Saskatoon, M, and D., armoury, (old Knox church)			1,200 00						1,200 00

EXPENDITURES by the Department of Public Works of Canada from Demobilization—*Continued*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Heating	Lighting	Water	Power	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Saskatchewan—Continued									
Saskatoon, M. and D., Headquarters, 12th C.M.G. Brigade			2,212 90						2,212 90
Saskatoon, M. and D., S.S.Board (Canada Life Bldg.)		87 15	2,038 80						2,125 95
Saskatoon, S.S.Board, (Connaught Block)		1,397 65	5,708 86						7,106 51
Swift Current, M. and D., armoury			698 00						698 00
Weyburn, M. and D., armoury, 5th St			500 00			5 70			505 70
Alberta									
Banff, M. and D., 4th Field Troop, C.E., 307 Banff Ave			660 00						660 00
Calgary, M. and D., 938 15th Ave			60 00						60 00
" " garage, 330 5th Ave. W			775 00						775 00
" " auto. storage and space			305 00						305 00
" " Ordnance stores, 10th Ave. and 7th St. W			5,800 00						5,800 00
" " Headquarters, Military Dist. No. 13		2 95	1,350 00	138 48					1,491 43
" " car repairs and storage, 711 12th Ave			105 00						105 00
Calgary S.C.R. and S.S. Board (Lancaster Bldg.)			8,466 78						8,466 78
" " Col. Belcher hospital (Can. Fairbanks Bldg.)			10,800 00						10,800 00
" " Mechanical Transport Br. 525 A, 22nd Ave. W			440 00						440 00
" " Nurses' Home, 1417 7th Ave. N.W		32 25	530 00						562 25
" " Occupational Therapy, 515 6th Ave. W			500 00						500 00
" " (Southam Chambers) S. S. Board, etc		2,369 13	9,099 95		322 64				11,791 72
" " (Sunnyside Hospital)	2,586 09		3,000 00						5,586 09
" " workshops, etc., 606 and 608 2nd St. E			1,717 50						1,717 50
Edmonton S.C.R., Orthopaedic shop			440 00						440 00

Edmonton S.C.R. and S.S.B. (McLeod Bldg.)		1,006 39	4,075 00					5,081 39
" S.S. Board (Williamson Block, Jasper Ave.)		883 61	16,099 93					16,983 54
Edmonton South (Strathcona) military hospital			18,185 46					18,185 46
Lethbridge, Headquarters, artillery and infantry units, 6th Ave. and 6th St			2,250 00					2,250 00
MacLeod M. & D. (American Hotel Bldg.) 93rd Battery			375 00					375 00
Medicine Hat, M. and D. (Quebec Bank Bldg.) 1st Bat. Alberta Regt			1,875 00					1,875 00
Red Deer, M. and D. (Empress Theatre) 78th Battery, C.F.A			450 00					450 00
British Columbia								
Balfour S.C.R. (Kootenay Lake Hotel)			7,188 38					7,188 38
Courtenay Townsite, "G" Battery, 11th M.G. Brigade			300 00					300 00
Cranbrook, M. and D. (Hanson Block)			65 00			10 00		75 00
Esquimalt, Work Point, Barracks	20,279 00							20,279 00
Nanaimo (Roller Rink) "H" Battery, 11th M.G. Brigade			600 00					600 00
Point Grey, Shaughnessey Mil. Hospital	4,982 00							4,982 00
Prince Rupert, M. and D. Armoury, 121-2nd Ave		200 00	1,200 00					1,400 00
Vancouver, M. and D., (Fee Block, 570 Granville St.) (Rooms)			300 00					300 00
" " Military Huts (Recreation grounds, Gamble St.)			600 00					600 00
" " (Riggs & Selman Bldg.) 317-321 Pender St.)			950 00					950 00
" " Headquarters Armoury 72nd Regt., 1255 Pender St. W			1,500 00			1 65		1,501 65
" " 1117 Seaton St., 72nd Highlanders			1,850 00			5 30		1,855 30
" " Ordnance stores, 1178–1198 Hamilton St			3,500 00					3,500 00
" " Ordnance storage, 1152 Mainland St			40 00					40 00
" " Stables, cor. George and Gilford Sts		100 00	3,500 00			8 40		3,608 40
Vancouver S.C.R. (Board of Trade Bldg.)		134 56	2,655 00					2,789 56
" " (Old Thomson Block) Vocational Br			1,500 00					1,500 00
" " class room and Vocational Br., 1155 Pender St. W	40 24		2,393 74			1 30		2,435 28
" " and S.S. Board (Duncan Bldg.)			10,384 65					10,384 65
" " Functional training (Arlington Bldg.) 316 Cordova St. W			200 00					200 00

EXPENDITURES by the Department of Public Works of Canada from Demobilization—*Concluded*

Name of Building	Construction and Improvements	Repairs and Furniture	Rents	Heating	Lighting	Water	Power	Staff and Maintenance	Total
British Columbia—Continued	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Vancouver S.C.R. Orthopaedic and surgical appliance Br., 780 Beatty St.			1,275 00						1,275 00
" " Limb fitting Dept. old "News Advertiser" Bldg.			1,200 00						1,200 00
" " Mechanical Transport Br., rear of 1155 Pender St. W.			125 00						125 00
" " Nurses' Home, 4325 Willow St.		50 00	120 00						170 00
" " (Rogers Bldg.) S.S. Board		2,055 52	2,714 45						4,769 97
Vernon, S.S. Board (McGaw Bldg.)		601 37	1,500 00	778 99					2,880 36
Victoria, M. and D., married members' quarters 509-515 Gore St.		110 18	540 00			8 75			658 93
" " married members' quarters, 204 Wilson St.			420 00			1 25			421 25
" " shed No. 2, Pier No. 3		190 00	3,900 00						4,090 00
Victoria S.C.R. and S.S. Board (Central Bldg.)		110 79	2,021 45		53 07				2,185 31
" " (Campbell Bldg.) dental clinic			104 00						104 00
" " mechanical transport, corner Cornwall St.			80 00						80 00
" " garage, 1017 Rockland Ave.		400 00	400 00						800 00
" " Orthopaedic Br., 913 Douglas St.			900 00						900 00
" " Vocational Br., 851-853 Fisguard St.			375 00						375 00
" " Vocational Br., dental clinic, 1406 Douglas St.			450 00						450 00
Sundry military buildings generally	187 05							14,500 75	14,687 80
Taxation offices generally		6 35							6 35
Grand Total	341,377 03	39,392 48	398,010 32	3,078 91	1,636 62	312 70	218 13	14,500 75	798,526 94

Expenditures by the Department of Public Works of Canada from all Appropriations

Recapitulation	Dredging.	Construction and Improvements	Repairs	Staff and Maintenance	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Totals Public Buildings—					
Nova Scotia		100,805 84	32,278 29	100,022 80	233,106 93
Prince Edward Island		4,609 33	4,433 44	17,949 13	26,991 90
New Brunswick		113,180 00	26,198 23	114,451 23	253,829 46
Quebec		162,244 97	76,457 86	557,589 14	796,291 97
Ottawa		1,403,055 10	302,207 11	2,413,100 93	4,118,363 14
Ontario (excluding Ottawa)		306,055 99	95,224 50	497,619 22	898,899 71
Manitoba		32,594 61	25,059 50	165,348 96	223,003 07
Saskatchewan		33,263 05	19,540 29	102,530 28	155,333 62
Alberta		33,490 87	26,142 95	156,042 22	215,676 04
British Columbia		70,618 60	51,237 73	188,100 18	309,956 51
Yukon				36,886 78	36,886 78
Public Buildings, Generally		29,869 56	70 90	102,942 11	132,882 57
Totals, Harbours and Rivers—					
Nova Scotia	177,710 63	85,889 44	158,017 45	2,264 50	423,882 02
Prince Edward Island	43,146 47	17,589 28	16,837 06	553 55	78,126 36
New Brunswick	181,730 16	1,252,830 32	64,431 94	85,236 56	1,584,228 98
Quebec	145,967 66	436,296 19	153,322 24	96,493 22	832,079 31
Ontario	186,688 17	1,354,746 02	181,340 06	92,987 55	1,815,761 80
Manitoba	46,396 87	15,026 34	10,153 54	28,597 19	100,173 94
Saskatchewan and Alberta		2,002 96		295 84	2,298 80
British Columbia	305,982 91	1,399,284 59	90,515 94	61,589 91	1,857,373 35
Yukon		5,843 78			5,843 78
Harbours and Rivers, Generally		9,404 72		520,606 60	530,011 32
Totals—					
Dredging plant		3,465 18	120,494 35		123,959 53
Roads and bridges		581,774 80	9,918 46	4,499 44	596,192 70
Telegraph and telephone lines		53,807 11	22,967 89	947,341 11	1,024,116 11
Miscellaneous		24,793 89		740,903 74	765,697 63
Demobilization		341,377 03	39,392 48	417,757 43	798,526 94
Grand totals of expenditures	1,087,622 87	7,873,919 57	1,526,242 21	7,451,709 62	17,939,494 27

CONTRACTS, DEEDS AND LEASES

Law Branch, P.W.D.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.

Works			Names of Contractors	Date of Contract	Amount
PUBLIC BUILDINGS					
Nova Scotia					
Amherst	Drill Hall	Grading, paving, gutters, drains, etc.	N. & M. Deskallino	Nov. 24, 1921	6,695 00
Annapolis Royal		Supply and installation of Customs interior fittings.	G. B. Hardwick	July 6, 1921	935 00
Bridgewater	Post office	Alterations to fittings	Geo. W. Thomson	Mar. 18, 1922	356 00
Lawlor's Island		Supply and installation of heating system in 1st class detention building.	Farquhar Bros	Dec. 6, 1921	2,010 00
"	Quarantine Station	Supply and installation of steam boilers in bath house and disinfecting building.	D. A. Cummings & Co	Dec. 16, 1921	2,593 00
"	"	Supply and installation of heating system in bath house and disinfecting building.	"	Dec. 16, 1921	3,650 00
"	"	Sinking of artesian well at	The Trask Artesian Well Co., Ltd	Jan. 5, 1922	9 00 p. foot—depth not less than 150 feet — but to any depth directed by Department.
"	"	Heating disinfector retort	Mitchell & McRae	Mar. 28, 1922	900 00
North Sydney	Post office	Alterations to fittings	John C. McMillan	Feb. 11, 1922	390 00
New Brunswick					
Moncton	Moncton paint shop	Alterations and additions to	Harold M. Price	Aug. 18, 1921	3,781 00
Partridge Island	Quarantine Station	Power, disinfecting and bath house	J. S. Parker & J. E. Kane	Sept. 21, 1921	82,950 00
"	"	Repairs and alterations to various buildings.	W. A. Munro	Oct. 18, 1921	1,265 00
"	"	Plumbing, etc., at bath house	D. A. Cummings & Co	Jan 11, 1922	2,605 00

St. John	Custom House	Hydraulic hoist	J. H. Doody	Oct. 1, 1921	900 00
"	Post office, stores and taxation office.	Alterations, etc., to fittings	John A. Adams	Nov. 30, 1921	1,256 00
St. Stephen	Public building	New hot water heating furnace	Jas. H. McPartland & Sons	Aug. 20, 1921	1,375 00
		Quebec			
Bedford	Post office	Supply and installation of fittings	The J. T. Schell Company	July 29, 1921	642 75
Granby	Public building	" " "	" "	May 17, 1921	3,977 00
Grosse Isle	Assistant superintendent's residence.	Heating apparatus	Jobin & Paquet	Oct. 29, 1921	2,498 00
Montreal	Examining warehouse	Installation of hydraulic ash hoist	The Turnbull Elevator Co., Ltd	Oct. 4, 1921	2,585 00
"	General post office	Steam boilers and alterations connected therewith.	W. G. Edge, Limited	Oct. 26, 1921	24,592 00
Quebec (Louise Embankment)	Immigration building	Iron grills and fencing at	Canadian Welding Works, Ltd	Oct. 3, 1921	4,200 00
Riviere du Loup	Post office	Alterations to fittings	Jos. Charest	Nov. 12, 1921	300 00
Ste. Anne de Bellevue	Military hospital	Alterations, etc., to	Quinlan, Robertson & Janin, Ltd	Sept. 9, 1921	8,990 00
		Ontario			
Barrie	Post office	Hydraulic hoist	The Turnbull Elevator Co., Ltd	Dec. 1, 1921	1,497 00
Burlington	Brant House	Alterations to heating systems	W. H. Miles & Co	Nov. 23, 1921	2,680 00
Kingston	R.M.C. Educational Block	Laboratory and interior fittings	McKelvey Birch, Ltd	April 22, 1921	20,257 00
"	" "	Grading, paving, roads, etc., in connection with.	T. S. Scott	Sept. 13, 1921	21,400 00
"	" "	Grading, paving, roads, etc., in connection with riding school.	R. J. McClelland	Nov. 17, 1921	2,250 00
Kitchener	Customs and Inland Revenue Department.	Alterations in the offices	The Globe Furniture Co	Oct. 11, 1921	1,265 00
Leamington	Post office	Alterations and additions to fittings.	John A. Ed.Burrows	Jan. 30, 1922	850 00
Lindsay	"	Alterations and additions to fittings.	The J. T. Schell Co	Aug. 22, 1921	3,404 00
London	Westminster Psychopathic hospital	Alterations to steam heating apparatus.	W. G. Edge, Ltd	June 13, 1921	12,863 00
"	" "	Fixing up and grading grounds	Webster Construction Co., Ltd	Aug. 9, 1921	8,000 00 and unit prices for additions and deductions which may be made in contract.
"	" "	Alterations and repairs to switchboard.	Taylor-Campbell Electric Company	Nov. 12, 1921	2,275 00
Ottawa	Experimental farm (Mr. Archibald's residence).	Heating and plumbing	Erskine Smith & Company	July 29, 1921	747 00
"	Royal Mint	Installation of steam boilers	McKinley & Northwood, Ltd	Sept. 27, 1921	10,240 00

STATEMENT No. 1—Contracts let by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922—*Continued.*

Works			Names of Contractors	Date of Contract	Amount
		PUBLIC BUILDINGS—*Continued*			
		Ontario—Continued			
Ottawa	Connaught building	Construction of under feed stokers	W. G. Edge, Ltd.	Oct. 6, 1921	20,700 00
"	Government Printing Bureau	" "	"	Oct. 6, 1921	12,530 00
"	Royal Mint	Temporary refining building, chimney stack and alterations to ventilation system.	Taylor & Lackey	Oct. 19, 1921	4,284 00
"	Drill shed	Roofing of	McFarlane-Douglas Co., Ltd.	Oct. 20, 1 21	5,417 00 and $7.50 per square (100 sq. ft.) for roof boarding which may be required.
"	Relaying of pavement on Wellington st., between Bank and Perley Home.		O'Leary's, Ltd.	Oct. 19, 1921	55,505 00 and unit prices to apply for additions or deductions to contract.
"	Post office	Alterations and additions to	Art. Bourassa	Nov. 3, 1921	3,900 00
"	Hunter building	Alterations to vestibule doors and screens at O'Connor street entrance.	McFarlane-Douglas Co., Ltd.	Dec. 1, 1921	1,417 00
"	Government Printing Bureau	Alterations, etc., to entrance hall and pent house.	Jean Ernest Poirier	Dec. 19, 1921	7,488 00
"	Supply of alternating or direct current necessary for light and power to all buildings, parks and street lighting, etc., etc.		The Ottawa Electric Company	Feb. 22, 1922	During 5 years from Oct. 1, 1921. Sched. of rates.
"	Supply of alternating or direct current necessary for light and power to all buildings occupied by Government and grounds adjacent		The Ottawa Hydro Electric Commission	Feb. 22, 1922	During 5 years from Oct. 1, 1921. Sched. of rates.
Walkerton	Public building	Electric wiring and fittings	Harris Bros	Jan. 19, 1922	1,475 00

Manitoba					
Victoria Beach	Air station	Completion of platform	Wm. John Wood	Sept. 14, 1921	2,316 00
Winnipeg	Tuxedo military hospital	Alterations and additions to "Old Power House".	Cotter Bros., Ltd	Oct. 24, 1921	17,450 00
Alberta					
Calgary	Examining warehouse	Alterations on fourth floor, fixing up Taxation Branch.	Baird & Stevenson, Ltd	Dec. 5, 1921	2,350 00
High River	Air Station	Workshop and wireless buildings, at.	Percy Taylor	Sept. 9, 1921	9,715 00
Red Deer	Post office	Fittings	Baird & Stevenson, Ltd	Nov. 8, 1921	2,775 00
Saskatchewan					
Estevan	Post office	Alterations to fittings	Wm. Maurer	Nov. 30, 1921	535 00
Moose Jaw	Public building	Electric freight elevator	Otis Fensom Elevator Co., Ltd	Feb. 18, 1922	3,600 00
"	Post office	Alterations to fittings	The Western Manufacturing Co., Ltd	Feb. 17, 1922	2,030 00
"	Public building	Works re supply and installation of elevator shaft in.	Bird, Woodall & Simpson	Feb. 18, 1922	3,800 00
Saskatoon	"	Alterations to hot water heating system in.	D. A. Ross & H. L. Parnell	Oct. 20, 1921	3,943 00
British Columbia					
Bamfield	Customs and Telegraph building	Construction of	Geo. Calder	Aug. 31, 1921	9,535 00
Fairmont	R.C.M.P. Barracks	Water and Sewerage systems	Barr & Anderson, Ltd	July 21, 1921	4,715 00
Nanaimo	Post office	Alterations to fittings	McCrae Bros	Sept. 3, 1921	620 00
Vancouver	Postal station "D"	Fittings and alterations to	J. W. Bye	Aug. 29, 1921	2,525 00
"	Shaughnessy military hospital	Alterations to building	Edw. J. Ryan Contracting Co., Ltd	Oct. 11, 1921	4,645 00
William Head	Quarantine Station	Oil engine and generator in power house.	W. W. Fraser	Sept. 17, 1921	9,400 00
Work Point	Office building. Headquarters of Military District No. 11.	Reconstruction of	Knott & Jones	June 28, 1921	19,550 00
HARBOURS AND RIVERS					
Nova Scotia					
Bailey's Brook	East pier	Extension to	Denton & Condon	Aug. 22, 1921	$ 3,890 00
Port Hood	Wharf	Repairs to	Thomas D. Morrison	Oct. 31, 1921	Sched. of prices.
New Brunswick					
Back Harbour	Public wharf	Construction of pier head at	F. L. Boone & G. S. Macdonald	Oct. 31, 1921	Sched. of prices.
Hatfield's Point (Belleisle Bay)	Dredging	Class "B" per cu. yd	J. A. Gregory	June 11, 1921	$0.33 per cu. yd.

STATEMENT No. 1—Contracts let by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922—*Continued.*

Works			Names of Contractors	Date of Contract	Amount
HARBOURS AND RIVERS—*Continued*					
Nova Scotia—Continued					
St. John	Dredging	In deep water berths, Class "B" per cu. yd.	J. A. Gregory	Nov. 18, 1921	$0 40 per cu. yd.
" River	Substructure of bridge over St. John River between Edmundston, N.B., and Madawaska (Maine).		J. R. Burpee and His Majesty and Highway Commission of the State of Maine.	April 20, 1921	Sched. of prices.
" "	Superstructure of bridge over St. John River between Edmundston, N.B., and Madawaska (Maine).		The Canadian Bridge Co., Ltd., and His Majesty and Highway Commission of the State of Maine.	April 30, 1921	about $154,280.
" "	Painting of half (Canadian side) of steel highway over St. Leonard's, N.B., and Van Buren, Maine.		E. A. Guimont	Dec. 9, 1921	$990 00
Quebec					
Beloeil Station	Guide pier	Repairs to	Costo Bros	Oct. 27, 1921	Sched. of prices.
Contrecoeur	Wharf approach	Improvements to	Hormisdas Gravel	Oct. 3, 1921	$3,735 00
Gaspe	Wharf	Reconstruction of part of	Arthur Nadeau	Oct. 25, 1921	Sched. of prices.
Grosse-Isle Quar. Stn.	Western wharf	Extension to shore end of	Jos. Gosselin Ltd	Nov. 17, 1921	" "
Notre Dame des Sept. Douleurs.	" "	Extension to	N. Letourneau and J. A. Fortier	Nov. 26, 1921	" "
Quebec (Joiner's shop)	Kings wharf	Construction of new front to	A. Dugal	Dec. 10, 1921	$1,056 50
Riviere du Lievre (Poupore)	Training and landing pier	Construction of	W. H. Kelly	Sept. 23, 1921	9,176 50
St. Michel de Bellechasse	Wharf	Repairs to	J. R. Boulanger	Feb. 10, 1922	Sched. of prices.
Ontario					
Belleville	Government wharf	Dredging basin at, Class "B" per cu. yd.	The Frontenac Dredging Co., Ltd.	Sept. 2, 1921	$0 65
Burlington	Superstructure of a Strauss Trunnion Bascule bridge over channel		The Hamilton Bridge Works Co., Ltd.	April 8, 1921	$228,896 00
Cobourg	South breakwater	Reconstruction of	H. A. Croft & Co.	Nov. 1, 1921	Sched. of prices.
Collingwood	Eastern breakwater	"	Wm. Bermingham	Nov. 16, 1921	" "
Collin's Bay	Dredging channel to Government wharf and basin, and removal of old piles and crib work.		The Frontenac Dredging Co., Ltd.	Dec. 15, 1921	$0 50 per cu. yd.

Fort William (Mission River)	Rubble mound extension to breakwater		O'Brien & Martin	Oct. 4, 1921	$1.39½ per ton of stone to enter into work.
Goderich	Dredging at outer entrance channel.	Class "A" per cu. yd., Class "B" per cu. yd.	Wm. Bermingham	July 13, 1921	$7.00 for A $0 45 for B
Kingston	Dredging slips at foot of Queen and Princess Streets	Per cu. yd	The Frontenac Dredging Co., Ltd	Dec. 15, 1921	$1.00
MacLaren's Landing	Timber pilework wharf	Construction of	J. S. Leitch	April 19, 1921	Sched. of prices.
North Bay	Public wharf	Reconstruction of	Grant Bros	Feb. 23, 1922	" "
Ottawa and Hull	Chaudiere bridge	Revetment of masonry arch	Grant Bros	Sept. 24, 1921	$3,389 40
Parry Sound	Town wharf	Repairs to	R. G. Weddell and R. G. Saunders	Nov. 30, 1921	Sched. of prices.
Point Edward	Removal of any obstruction (sand and gravel) which may form in bed of River St. Clair, Ont.		The Chick Contracting Co., Ltd	Jan. 24, 1922	" "
Port Colborne	Western breakwater	Repairs to superstructure	Port Arthur Construction Co., Ltd	May 7, 1921	Sched. of prices.
" "	Repairs required for additional length of 100 feet of wall of breakwater		" " "	Aug. 13, 1921	$13,200 00
Providence Bay	Wharf	Repairs to	McNamara Bros. and Thornton	Nov 16, 1921	Sched. of prices.
Sault Ste. Marie (St. Mary's River).	To clean up wholly and entirely all obstacles, etc. (excepting solid rock) to grade elevation (559·6) the bed of river		The Soo Dredging & Construction Co., Ltd.	July 15, 1921	$125.00 per day of 10 working hours.
Sheguiandah (Manitoulin Island).	Wharf	Repairs to	McNamara Bros. and Thornton	Dec. 21, 1921	Sched. of prices.
Whitby	Western pier	Construction of part of	V. T. Bartram	Nov. 4, 1921	" "
Manitoba					
The Pas	Wharf	Extension to	L. Berry	Aug. 29, 1921	Sched. of prices.
British Columbia					
Alice Arm	Wharf	Construction of	W. T. Muse	Sept. 3, 1921	" "
Annie Bar (Fraser River).	Groins Nos. 1 and 3	Repairs to	Fraser River Pile Driving and Contracting Co., Ltd.	Jan. 6, 1922	" "
Boswell	Floating wharf	Construction of	F. P. Armstrong and Thos. F. Lean	Aug. 23, 1921	$ 7,950 00
Caroll's Landing (Arrow Lake).	Public floating wharf	Construction of	Thos. F. Lean	June 9, 1921	7,800 00
Cowichan Bay	Wharf	Reconstruction of	Fraser River Pile Driving and Contracting Co., Ltd.	Nov. 30, 1921	Sched. of prices.
Esquimalt	New Dry Dock	Construction of spur line of railway from Esquimalt and Nanaimo railway to.	P. Lyall & Sons Construction Co., Ltd	July 27, 1921	" " contractors to pay rental to Gov't., 6 p.c. per annum on cost of spur line for its use during construction.

STATEMENT No. 1—Contracts let by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Concluded.*

Works			Names of Contractors	Date of Contract	Amount
HARBOURS AND RIVERS—*Con.*					
Ontario—Con.					
Ganges (Nanaimo District).	Wharf	Construction of	Vancouver River Pile Driving and Contracting Co., Ltd.	Jan. 6, 1922	Sched. of prices.
Hope Bay (North Pender Island).	Wharf	Repairs	" " "	Sept. 30, 1921	" "
Ioco (Burrard Inlet).	Pile bent and decking wharf	Construction of	R. Bumstead	July 16, 1921	" "
Kincolith	Wharf	Renewal of	Wm. Thomas Muse	June 15, 1921	" "
Ladysmith	Wharf	Construction of	Wm. Greenlees	July 12, 1921	" "
Manson's Landing (Cortez Island).	Wharf	Construction of	"	Sept. 26, 1921	$ 4,985 00
North Gabriola Island.	Wharf	Construction of	Vancouver Pile Driving and Contracting Co., Ltd.	Sept. 30, 1921	Sched. of price
Port Washington (North Pender Island).	Wharf	Repairs to	" " "	Jan. 6, 1922	" "
Sandspit	Wharf	Construction of	McDonald, Watson & Wither	Aug. 27, 1921	" "
South Pender Island.	"	Repairs to	Vancouver Pile Driving and Contracting Co., Ltd.	Sept. 30, 1921	" "
Steveston Jetty (mouth of Fraser River).	3rd Section	Construction of	J. S. Connell Ltd.	Nov. 24, 1921	" "
Stewart River (Yukon).	Removal of boulders		The British Yukon Navigation Co.	Sept. 26, 1921	not to exceed $10,000 00
Stewart	Timber addition to wharf	New freight shed and alterations to existing freight shed on wharf.	Leonard Waide	Feb. 4, 1922	Sched. of prices.
Tofino (Comox-Alberni).	Wharf	Construction of	Wm. Lowell Thompson	Oct. 28, 1921	" "
DREDGES, VESSELS AND PLANT					
Docking, repairing, renewals and painting of tug *Helena*			Halifax Shipyards Ltd.	April 6, 1921	$ 25,200 00
Overhauling and repairing of dredge *Fruhling*, P.W.D. *No. 303*			Wallace Shipbuilding and Dry Dock Co., Ltd.	June 9, 1921	6,827 50

Repairs and renewals to steel hopper scow *No. 104*, Departmental dredging fleet			William Lewis & Son		Oct. 15, 1921		4,450 00
" " chipping, scraping and painting of steel hopper scow *No. 157*, departmental dredging fleet, Maritime Provinces.			The Sydney Foundry & Machine Works Ltd.		Jan. 11, 1922		6,900 00
" " to steel hopper scow *No. 107*, departmental dredging fleet, Maritime Provinces.			McMillan & Heighton		Jan. 10, 1922		4,950 00
" " scraping and painting to tug *Wilberbee*, Champlain dry dock, Lauzon, Que.			Davie Shipbuilding & Repairing Co., Ltd.		Mar. 21, 1922		2,973 00
" " " " of dredge P.W.D. *No. 116* (*Progress*), Champlain dry dock, Lauzon, Que.			"	"	Mar. 21, 1922		2,125 00

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
1921						$ cts
April 4	His Majesty	Jos. Gosselin, Ltee	Bill of Sale of Ship "Hugh Quinlan			
" 4	"	"	" "Lee B"			
" 4	"	"	" "Frank Q"			
" 4	"	"	" "Nap L"	Private enterprise		Bulk sum
" 4	"	"	" "Annie Q"			$16,000 00
" 4	"	"	" "Edgar B"			
" 4	"	"	" "Eugene L"			
" 4	"	"	" "Red Scow No. 2"			
" 9	Stephen Corbett (widower)	His Majesty	Sale of land consisting of two parcels, Bass River, N.S.	Site for wharf	1¾ acres	300 00
" 12	His Majesty	H. J. Dickson	Bill of sale of tug "Ottawa"			1,000 00
" 16	M. Thomas Poire	His Majesty	Quit claim deed *re* land being parts of lot No. 14 and parts of St. J. Bte. and St. Thomas Sts., Lauzon, Que.	Champlain dry dock	86,256 sq. ft	
" 22	Leon Bouverat	"	Release of all claims for damages to lot No. 24-9, R. 9, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake dam	8·40 acres	520 00
" 29	C. W. Shapre & Co., Ltd	"	Bill of sale of sailing ship "P.L.S. No. 1"			1 00
May 31	Alunite Mining and Products Co., Ltd.	"	Release of all claims, etc., *re* piece of land being part of section 2, Esquimalt Dist., Vancouver Island, B.C.	Gov't purposes	5·10 acres	1,800 00
June 7	His Majesty	H. J. Dickson	Bill of sale of hull and house "Dredge No. 120."	Private enterprise		227 25
" 15	"	Corporation of Georgetown.	Grant of parcel of land at Georgetown, Ont	Concrete roadway		Free grant.
" 16	Grant Garage, Ltd.	His Majesty	Sale of emplacement on northern side of Hillside Ave., known as lot No. 1416, Westmount, Que.	Govt. purposes		140,000 00
" 17	Provincial Gov't of British Columbia	Dominion Govt	Transfer of site of wharf on Columbia River East Robson, B.C.	"		Free transfer.
" 20	His Majesty	Westminster Trust Co.	Grant of parcel of land being lot 1, block 13, New Westminster, B.C.	Priv. enterprise		45,000 00
" 28	Notice of expropriation		Expropriation of land at Three Rivers, Que.	Sewerage service to post office.	246 sq. ft.	
" 28	" "		Expropriation of land at Three Rivers, Que.	Sewerage service to post office.	156 sup. ft	
July 14	Certificate of ownership	His Majesty	Certificate of ownership *re* tract of land—part of broken lot No. 2, Con. A, Tp. of Harris, Ont.	Timiskaming reservoir dam.	7 acres	35 00
Aug. 8	Notice of expropriation		Expropriation of land at Atnarko, B.C	Site for telegraph station		
" 13	Dept. of Naval Service	Dept. of Public Works.	Transfer of two small areas of land, Skinner's Cove, Esquimalt, B.C.	Dry dock	0·76 acres	Free transfer.

"	19	Certificate of title	His Majesty	Certificate of title *re* portion of bed of sea adjoining Sec. 6, R. 4, Cowichan Bay, B.C., also transfer of wharf from Provincial Govt. to Dom. Govt.	Govt. purposes	Free transfer.
Sept.	2	Ernest Dominez	"	Release in connection with expropriation of land, Fox Point, N.S.	Breakwater	$ 50 00
"	6	Larue, Trudel and Picher and The Manufacturing Engineering Corporation Ltd.	"	Deed of sale of assets of Lauzon Engineering Ltd., amongst other things—rights of Co. in lease of Gov't property, Levis, Que.		62,577 00
"	19	The H. J. Daly Co., Ltd.	"	Sale of parcel of land and premises on west side of Sussex st., also parcel No. 1, on westerly side of Sussex st., and parcel No. 2, on s.e. angle of parcel No. 1, Ottawa, Ont.	Gov't purposes	1,000,000 00
"	19	Guillaume Lebris	"	Release and discharge of all claims for damages to lots 56, R. 3 and to lot 56, R. 4, Township of Guigues, Que.	Timiskaming reservoir dam.	30·12 acres 60 12
Oct.	17	Liquidators of Silica Sand and Gravel Co., Ltd.	"	General release for all claims for damages, etc., arising out of issue of license for dredging sand and gravel, Spanish Bank (English Bay), B.C.		2,500 00
"	26	Certificate of title	"	Certificate of title *re* bed of sea adjoining Sec. 1, R. 4 east, North Salt Spring Island, B.C.	Ganges harbour wharf	
"	31	His Majesty	Jos. Amiot, executor of Severe Amiot—deceased.	Grant of strip of land in lot No. 2239, St. Peter's Ward, Quebec, Que.	Private enterprise	No consideration.
Nov.	16	Certificate of title	His Majesty	Certificate of title *re* part of Sections 72 and 73, Lake District and part of sec. 74, R 2, East Lake Dist. Municipality of Saanich, B.C.	Gov't purposes	66·47 acres
"	24	Frank McMahon	"	Release of all claims in *re* expropriation of n.e. part of block "A", plan 1208, also s.e. cor. of Rosedale Heights and MacLennan Ave., Toronto, Ont.	Casualty clearing station	1,313 43
"	29	Governing Council of Salvation Army of Canada East.	"	Release and discharge in *re* agreements and claims in connection with lease, dated April 4, 1917.		1 00
Dec.	1	Provincial Gov't of British Columbia.	Dept. of Public Works.	Agreement by which Provincial Gov't of B.C. agrees to pay for cost of materials, etc., in *re* repairs, etc., to public wharf, also to pay for maintenance of wharf slip, etc., Sorrento, B.C.		On basis of 50 p.c. of cost and repairs.
"	2	His Majesty	Burrard Dry Dock Co., Ltd.	Agreement *re* floating dock and appurtenant works, Vancouver Harbour (North Vancouver), B.C.	Dry dock	During 35 yrs., 4½ p.c. on $2,500,000 00

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
1921						$ cts.
Dec. 2	Certificate of ownership	His Majesty	Certificate of ownership and release of all claims for damages to lot No. 221 by construction of dam, Latchford, Ont.	Latchford dam		$ 56 25
" 2	" "	"	Certificate of ownership and release of all claims for damages to lot No. 184 by construction of dam, Latchford, Ont.			120 00
12	Governing Council of Salvation Army of Canada East.	"	Release and discharge of all claims in *re* lease dated Jan. 20, 1917.			31,750 00
" 21	Certificate of ownership	"	Certificate of ownership *re* part of lot No. 10, con. "D", tp. of Neebing—addition, Island No. 2, Fort William, Ont.	Kaministiquia and Mission river works.	4·964 acres	
" 29	Certificate of title	"	Certificate of title *re* block No. 13 of Sec. 19, Barclay Dist., Bamfield, B.C.	Site of public building		1,000 00
" 29	His Majesty	Municipalite de la Paroisse de St. Boniface de Shawinigan.	Exchange of land by which His Majesty conveys piece of land No. 73 and 25 feet in width of piece of land No. 2-12.			Free exchange
1922						
Jan. 17	Sarah E. Ferguson	His Majesty	Release and discharge of all claims for damages arising out of collapse of wharf at New Massett, B.C.			$ 6 00
" 24	Adelard Grignon	"	Release of all claims for damages to lot 49, R 3, tp. of Latulippe, Que.	Quinze Lake dam	5·08 acres	119 43
" 24	Joseph Grignon	"	Release of all claims for damages to lot 47, R 3, tp. of Latulippe, Que.	" "	60 acres	123 11
" 24	Wilfrid Grignon	"	Release of all claims for damages to lot 50, R 3, tp. of Latulippe, Que.	" "	1·75 acres	52 92
" 27	His Majesty	Town of Lauzon	Permission granted to lay 8-inch water main and 22-inch sewer pipe through Gov't property at Champlain and Lorne dry docks, Lauzon, Que.	During pleasure		
" 30	John H. McPherson	His Majesty	Release and quit claim in *re* lots "A" and "C", Malignant Cove, N.S.	Right of way to wharf	1·4 acre	50 00
" 30	Philippe Richard	"	Release of all claims for damages to lots 21-22, R 8, and part of lot 19, R 7, and part of lot 13, R 8, tp. of Latulippe, Que.	Quinze Lake dam	Total area 32·92 acres.	1,071 00
" 30	Joseph Richard	"	Release of all claims for damages to part of lot No. 12, R 8, tp. of Latulippe, Que.	" "	10·67 acres	870 50
" 30	John J. Chisholm	"	Release and quit claim re land marked "D", Malignant Cove, N.S.	Right of way to wharf	2·29 acres	100 00

Jan.	31	Charles Richard	"	Release and quit claim to 2 parcels of land, parts of lot 10 and 11, R 8, tp. of Latulippe, Que.	Quinze Lake dam	23·15 acres	1,648 08
"	31	Albert Hye	"	Release and quit claim to 4 parcels of land, west part of lot 6, R 1, tp. of Latulippe, Que.	" "	21·10 acres	498 34
Feb.	1	W. N. Giegerich	"	Release of all claims for damages arising out of collapse of wharf, New Massett, B.C.			53 13
"	3	Eugene Legoff	"	Release of all claims for damages to east part of north part of lot 22, R 1, tp. of Latulippe, Que.	Quinze Lake dam	16·50 acres	1,014 85
"	3	J. B. Briere, fils	"	Release of all claims for damages to part of lot No. 2, R 1, tp. of Latulippe, Que.	" "	21 acres	666 81
"	3	J. L. Lafond	His Majesty	Release of all claims for damages to part of lot 6, R 1, tp. of Latulippe, Que.	Quinze Lake dam	1·65 acres	134 37
"	3	J. B. Briere, pere	"	Release of all claims for damages to part of lot No. 1, R 1, tp. of Latulippe, Que.	" "	37·75 acres	966 40
"	3	Zephirin Moreau	"	Release of all claims for damages to part of lot No. 4, R 8, tp. of Latulippe, Que.	" "	74·13 acres	2,103 03
"	3	Edouard Moreau	"	Release of all claims for damages to part of lot No. 5, R 8, tp. of Latulippe, Que.	" "	38·05 acres	466 29
"	8	His Majesty	Ganges Water Co., Ltd.	Permission granted to Co. to install pipe line on public wharf, Ganges, B.C.	For the carrying of water	During pleasure.	
Mar.	2	"	Isidore Morin	Grant of land, being part of lot 32, south side of Main road, Gaspe, Que.	Private enterprise		400 00
"	2	Certificate of title	His Majesty	Certificate of title *re* part of sec. 10, Skinner's Cove, B.C.	For road purposes (*re* dry dock).	0·207 acres	
	2	" "	"	Certificate of title *re* release of part of sec. 10, Skinner's Cove, B.C.	For road purposes (*re* dry dock).	0·012 acres	25 00
"	2	" "	"	Certificate of title *re* release of part of sec. 10, Skinner's Cove, B.C.	For road purposes (*re* dry dock).	0·57 acres	1,712 25
"	28	His Majesty	Benjamin Franklin Trask.	Grant of parcel of land and premises on eastern side of Main st., Yarmouth, N.S.			7,700 00
		The following items were	received too late	for insertion in last year's Annual Report (1	920-1921)		
	1914						
April	22	Depart. of Indian Affairs	Dept. of Public Works.	Transfer of parcel of land, being part of lot No. 3, block "A" The Pas, Man.	Gov't purposes	0·01 acre	75 00
	1915						
Feb.	3	William McCurdy	His Majesty	Release for all losses and damages caused to part of lot No. 21, tp. of Duhamel, Que.	Timiskaming reservoir dam.		120 00
	1916						
Mar.	1	Ars. Gagnon et ux	"	Release of all claims in *re* lot No. 51, tp. of Guigues, Que.	Quinze Lake dam	51·93 acres	51 93
"	23	Louis Girard	"	Release of all claims in *re* lots 45a and 46a, tp. of Duhamel, Que.	" "	9·70 acres	121 00

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Concluded.*

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
1917						
Sept. 25	Jean Beaudet	His Majesty	Release of all claims in *re* lot No. 37, R V, tp. of Latulippe, Que.	" "	76·44 acres	2,700 00
" 26	Hector Talon	"	Release of all claims in *re* lot No. 41, R V, tp. of Latulippe, Que.	" "	24·90 acres	1,400 00
" 26	Albert Rheault	"	Release of all claims in *re* lot No. 6, R V, tp. of Latulippe, Que.	" "		250 00
" 28	His Majesty	haudiere Power Owners and lessees.	Agreement *re* improvements and regulation of flow of Ottawa River, Quinze and Expanse Lakes.			
Oct. 22	McLachlin Bros., Ltd	His Majesty	Waiver of claims for damages on limit bordering Quinze and Expanse lakes, Timiskaming, Que.	Quinze Lake dam		7,165 90
" 25	Gillies Bros., Ltd	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake, Timiskaming, Que.	" "		6,000 00
Nov. 17	The Colonial Lumber Co	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake.	" "		475 00
1918						
Mar. 12	The Bronson Company	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake.	" "		11,385 49
" 13	John B. Fraser	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake.	" "		1,909 36
" 22	Expanse Lumber Co., Ltd.	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake.	" "		3,453 00
April 17	The Hull Lumber Co., Ltd.	"	Waiver of claims for damages on limit bordering Quinze lake and Expanse lake	" "		5,438 00
" 18	Pte. J. Rheault	"	Release of all claims for damages to lot No. 4, R IX, tp. of Latulippe, Que	" "	41 acres	1,000 00
July 6	George Thibault	"	Release of all claims for damages to lot No. 20, R VII, tp. of Latulippe, Que.	" "	4·60 acres	108 50
" 6	Charles Prince	"	Release of all claims for damages to lot No. 33, R V, tp. of Latulippe, Que.	" "	83·06 acres	500 00
" 9	Aime Gauthier	"	Release of all claims for damages to lot No. 31, R VI, tp. of Latulippe, Que.	" "	80·35 acres	500 00
Aug. 9	Jos. Paquin	"	Release of all claims for damages to lot No. 28, R VI, tp. of Latulippe, Que.	" "	51·50 acres	200 00
Sept. —.	J. C. Rheault	"	Release of all claims for damages to business, etc., caused by raised surface of Quinze lake, tp. of Latulippe, Que.	" "		50 00

	1920						
Feb.	27	Govt. of New Brunswick	Federal Govt.	Sale of "old Govt. House property", Fredericton, N.B.	Mil-Hospital	23·5 acres	50,000 00
"	13	J. A. Grant & Co., Ltd.	His Majesty	Release of all claims in *re* contract for grain conveyor, St. John Harbour, N.B.			8,696 59
"	21	Chas. H. Thicke and wife	"	Release of all claims for damages to parcel of land No. 3558, New Liskeard, Ont.	Timiskaming dam	1/40 acres	75 00
Aug.	25	L. A. Rostein	"	Bill of sale *re* Dredge "P.W.D. No. 313"			10,250 00

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1921						
April 1	The Dominion Bank	His Majesty	Lease of 3rd floor (except two rooms) in building, cor. 1st Street East and 8th Avenue, Calgary, Alta.	Forestry Branch, Int. Dept.	2 years from April 1, 1921.	$2,400 per ann.
" 5	The Royal Bank of Canada.	"	Lease of rooms Nos. 110, 111, 112, 113, 114 and 115 on first floor of Royal Bank building, London, Ont.	Dist. Engineer—Public Works Dept.	1 year from April 3, 1921.	$3,050 per ann.
" 8	Arthur Henry Brener	"	Lease of 3 floors, basement and attic 184 to 190 inclusive, with outbuildings on Horton st., London, Ont.	S.C.R. Department	2 years from Mar. 1, 1921.	$3,900 per an. (renewable)
" 8	"La Sauvegarde" (The Life Insurance Co. of.)	"	Lease of office on s.e. cor. of roof of "La Sauvegarde", s.e. cor. of Notre Dame and St. Vincent sts., Montreal, Que.	Signal Service, Marine and Fisheries.	1 year from May 1, 1921.	$475 per ann.
" 13	Henry Crew	"	Lease of roller skating rink on lot No. 9, block 27, Nanaimo, B.C.	11th Machine Gun Brigade (M. and D.).	2 years from Feb. 1, 1921.	$600 per ann. (renewable)
" 15	His Majesty	The Smart Apparel Co. Ltd.	Lease of west half of 4th floor of "Henry Building," n.e. cor. of Richmond and Duncan sts., Toronto, Ont.	Private purposes	3 years and 11 months from Aug. 1, 1921.	$208 50 per m.
" 22	Alexander Macdonald	Hi Majesty	Lease of rooms 8 to 13 inclusive in "K.W.C. Block," Nelson, B.C.	Inspector of Gas and Electricity (T. and C.) Dist. Engineer P.W.D.	1 year from April 1, 1921.	$720 per ann.
" 25	Dorchester Realties Ltd.	"	Lease of 2,185 sq. ft. of ground floor on south side of entrance and offices 501 and 505 on 5th floor and offices 809 and 810 on 8th floor and offices 1001 and 1005 on 10th floor of "Shaughnessy Building," Montreal, Que.	Insp. of Taxation, Pub. Works Dept., M. and F. and Income Tax Depts.	3 years from May 1, 1921.	$25,089 55 per ann.
" 26	Mrs. Clara Payson Rice	"	Lease of homestead and store on west side of main road and south side of bridge, Weymouth, N.S.	Post office	1 year from June 1, 1921.	$200 per ann.
" 28	H. L. Putnam and Estate of John Withell.	"	Lease of basement and ground floor of "Old Stanley Church," Stanley st., Montreal, Que.	Militia and Defence.	1 year from May 1, 1921.	$6,000 per ann. (renewable)
" 29	Reginald Francis Field	"	Lease of 2 storey frame building No. 136, 15th Ave., east, Calgary, Alta.	Interior Dept	1 year from June 1, 1921.	$540 per ann.
" 30	John Anthony Reche	"	Lease of 2nd floor of building, n.e. cor. of John and Main sts., Hamilton, Ont.	Insp. of Gas and Electricity (Trade and Commerce).	2 years from May 1, 1921.	$720 per ann.
" 30	John Albert Schultz	"	Lease of ground floor, basement and 1st floor in building, Dalhousie st., Brantford, Ont.	Militia and Defence	3 years (if possible).	$3,660 per ann. (renewable)

May	2	Dominion Life Assurance Co.	"	Lease of rooms 502 to 507 inclusive, on 5th floor of "Westman Chambers," Regina, Sask.	Soldier S. Board	1 year from May 1, 1921.	$2,400 per ann.
"	2	Dominion Life Assurance Co.	"	Lease of rooms 508 and 509 on 5th floor of "Westman Chambers," Regina, Sask.	" "	1 year from June 1, 1921.	$54 per m.
"	10	McDougal's Limited	"	Lease of premises on 1st, 2nd and 3rd floors in "Sussex Building," south side of Sussex st., Ottawa, Ont.	Air Board (M. and D.).	3 years from Feb. 18, 1921.	$7,233.45 per ann.
"	10	Canadian City and Town Properties, Ltd.	"	Lease of 2,000 sq. ft. on ground floor of "York Building," Saskatoon, Sask.	Customs Examining Warehouse.	1 year from June 5, 1921.	$1,800 per ann.
"	10	Alexander Laplante	"	Lease of basement and 1st floor of building on part of lot 15, north of Water st., facing on Pitt st., Cornwall, Ont.	Militia and Defence	1 year from Mar. 1, 1921.	$360 per ann. (renewable)
"	18	The Bank of Toronto	"	Lease of one room on upper floor of "Bank Building," cor. Queen st. and Logan Ave., Toronto, Ont.	Gas and Electricity (T. and C.).	1 year from May 1, 1921.	$240 per ann.
"	18	Bawlf Securities, Ltd	"	Lease of suite No. 251 on 4th floor of "Chamber of Commerce Building," Winnipeg, Man.	Insp. and Staff of Fisheries, Prairie Provinces.	1 year from May 1, 1921.	$360 per ann.
	18	The Imperial Canadian Trust Co.	"	Lease of rooms 510 and 511 in "Canada Building," Saskatoon, Sask.	Soldier Civil Re-Establishment.	1 year from May 1, 1921	$1,816.70 per ann.
"	20	J. C. Brennan	"	Lease of whole of 1st, 2nd, 3rd and 4th floors (excepting rooms 411 and 414 on 4th floor) in "Trafalgar Building," Ottawa, Ont.	Annuities Branch, Post Office and Interior Departments.	years from May 1, 1921.	$16,880.60 per ann.
"	21	Hudson's Bay Co	"	Lease of 4,721 sq. ft. on ground floor of western half of lot 7, block 207, in "Megaw Building," Vernon, B.C.	S. S. Board	1 year from Mar. 15, 1921.	$1,500 per ann
"	27	His Majesty	William C. Piper	Lease of portion of yard rear of Postal Station "A," St. James st., and use of lane leading thereto from Windsor st., Montreal, Que.	Parking autos	On a month to month basis.	$45 per m.
"	30	Catherina Jane Irwin	His Majesty	Lease of whole of top floor in 3 storey brick building, Nos. 41 and 43, known as "Irwin Block," Campbellford, Ont.	Militia and Defence	1 year from Mar. 5, 1921.	$120 per ann. (renewable)
"	31	C. W. Lindsay, Ltd	"	Lease of room No. 26 on 3rd floor of "Lindsay Building," St. John st., Quebec, Que.	Supervisor S. S. B	From May 23, 1921 to April 30, 1922.	$21 per m.
"	31	J. J. Mullin	"	Lease of ground floor of 2 storey frame building, Bedford, Que.	Post Office	2 years from May 1, 1921.	$400 per ann.
"	31	Mercantile Trust Co. of Canada, Ltd.	"	Lease of ground floor and basement of "Municipal Building," Hamilton, Ont.	Weights and Measures (T. and C.).	years June 1, 1921.	$600 per ann.
June	1	Enderton Investment Co., Ltd.	"	Lease of all that portion of 2nd floor in "Enderton Building," Winnipeg, Man.	S. S. Board	1 year from May 1, 1921.	$4,800 per ann.
"	1	Enderton Investment Co., Ltd.	"	Lease of space on 2nd floor up from street, "Enderton Building," Winnipeg, Man.	"	1 year from May 1, 1921.	$240 per ann.
"	1	Belleville Club, Limited	"	Lease of premises in rear portion of building occupied by Canadian Express Co., Belleville, Ont.	Weights and Measures (T. and C. Dept.).	1 year from June 1, 1921.	$900 per ann.
"	7	Council of Village of Shoal Lake	"	Lease of one front room on ground floor of "Town Hall" and use of vault, Shoal Lake, Man.	Post office	1 year from Mar. 1, 1921.	$480 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1921						
June 8	Royal Bank of Canada	His Majesty	Lease of basement, mezzanine floor, 2nd, 3rd, 4th and 5th floors in "Royal Bank Building," cor. Sparks and Metcalfe sts., Ottawa, Ont.	Various Departments of Federal Administration.	1 year from May 1, 1921.	$16,197.75 per ann.
" 8	The Kingston Health Association.	"	Lease of certain lands and premises known as "Mowat Sanatorium," Portsmouth, Ont. (near Kingston).	Treatment of tubercular persons.	On year to year basis.	No rental.
" 10	Mrs. Katherine Louisa Nickle (married woman)	"	Lease of 2 rooms on ground floor and one back room in "Howard House," Kingston, Ont.	Immigration office	3 years from May 31, 1921.	$240 per ann.
" 10	Melita Lodge No. 20, I.O.O.F.	"	Lease of space on ground floor and western end of 2 storey building, on lot 18, block 4, Melita, Man.	Post office	From Mar. 1 1921 to April 1, 1922.	$400 per ann. (renewable)
" 10	Misses Emma and Alice Hart.	"	Lease of entire ground floor of 1½ storey building on lot between St. Francis road and Canada road, Edmundston, N.B.	"	2 years from June 1, 1921.	$660 per ann.
" 10	Mrs. Maud Porter	"	Lease of one storey workshop building, No. 525A, 2nd Ave. west and shed at rear of 523A, 2nd Ave. west, Calgary, Alta.	S.C.R.	12 months from May 1, 1921.	$40 per m.
" 15	Canada Permanent Mortgage Corporation.	"	Lease of space on front part of 3rd floor of "Canada Permanent Building," Winnipeg, Man.	Railway Commission	1 year from May 31, 1921.	$145 per m. (renewable)
" 20	Earlscourt Realty Co., Ltd.	"	Lease of "Mackenzie Building," Nos. 134 and 136, west side of Lyon st., Ottawa, Ont.	Storage purposes for Indian Affairs.	From Feb. 10, 1921 to May 1, 1924.	$3,500 per ann.
" 20	Flewelling Wilbur	"	Lease of 776 sq. ft. on ground floor of 3 storey stone building, Main st., Moncton, N.B.	Post office	2 years from June 15, 1921.	$1,200 per ann.
" 21	Vancouver Orange Hall Co.	"	Lease of "Orange Hall Building," cor. Gore Ave. and Hastings st., east, Vancouver, B.C.	Postal station "B"	5 years from June 1, 1921	$4,200 per ann.
" 21	London and British North America, Co., Limited.	"	Lease of rooms 1 to 12 inclusive and rooms 8, 9, 10, 11, 26 and 27 in "Duncan Building," Vancouver, B.C.	Various Departments of Federal Administration.	3 years from June 1, 1921.	$300 per m.
" 21	Marysville Lodge No. 20, Knights of Pythias.	"	Lease of 2,000 sq. ft. in "Knights of Pythias Hall," Marysville, N.B.	Militia and Defence	1 year from Feb. 15, 1921.	$20 per m.
" 27	Notre Dame Investment Co., Ltd.	"	Lease of office No. 305 in "Notre Dame Investment Building," Winnipeg, Man	Dental Clinic S.C.R.	6 months from Aug. 15, 1921.	$75 per m.
" 30	Glidden Campbell	"	Lease of 2nd storey of warehouse at Weymouth, N.S.	Militia and Defence	2 years from July 1, 1921	$15 per m. (renewable)

July 7	Comox Agricultural and Industrial Association.	"	Lease of large room and ante-room in building, Courtenay Townsite, B.C.	Drill hall "G" Battery	1 year from May 18, 1921.	$300 per ann.
" 11	Great War Veterans' Association.	"	Lease of premises on lots 9 and 10, block 10, plan 64, Kerrobert, Sask.	Militia and Defence	1 year from Jan. 1, 1922.	$300 per ann. (renewable)
" 12	Sidney Herbert Lord Elphistone and M. W. Elphistone.	"	Lease of 252 sq. ft. on ground floor of building, No. 10125 100a st., Edmonton, Sask.	Government purposes	1 year from May 1, 1921.	$480 per ann.
" 13	Mrs. Elizabeth Evans	"	Lease of store cor. 6th Ave. and Granville st., Vancouver, B.C.	Postal station "D"	3 years from Jan. 24, 1921.	$150 per m. for 1st year. $175 per m. for 2nd year and $200 per month for 3rd year.
" 14	J. A. Denis Forest	"	Lease of part of 1st floor of 3 storey brick building, St. Jacques de l'Achigan, Que.	Post office	5 years from July 1, 1921.	$409.40 per ann. (renewable)
" 14	His Majesty	Town of Sturgeon Falls.	Lease of land, portion of public building site, Sturgeon Falls, Ont.	Police station	From year to year from July 14, 1921.	$1 per m.
" 14	A. W. Thompson	His Majesty	Lease of 600 sq. ft. in "Ambrose Thompson Garage," Regina, Sask.	Garage (M. and D.)	1 year from June 1, 1921.	$600 per ann.
" 15	J. A. Campbell and Sarah Campbell.	"	Lease of 1st floor of building, No. 81 King st. (excepting 92 sq. ft. from area), London, Ont.	S.C.R. Dept.	1 year from July 28, 1921.	$420 per ann. (renewable)
" 18	Wm. George Miller	"	Lease of 3 rooms on ground floor of building, Main st., Stellarton, Ont.	Post office	1 year from May 1, 1921.	$650 per ann.
" 18	Whitmore Bros	"	Lease of ground flloor, 1st floor and basement in building, cor. 12th Ave. and Hamilton sts., Regina, Sask.	Militia and Defence	1 year from June 1, 1921.	$5,400 per ann.
" 21	Ottawa Building Co., Ltd.	"	Lease of premises composed of west half of lot 19, south side of Wellington st., Ottawa, Ont.	Law Clerk, etc., Int. Dept.	1 year from June 1, 1921.	$2,560 per ann.
" 22	Mrs. Eliz. U. Soman	"	Lease of front rooms on 2nd floor of brick building on East st., adjoining post office, Port Colborne, Ont.	Collector of canal revenues (Rys. and Canals).	3 years from July 1, 1921.	$240 per ann.
" 22	Chas. J. Helm and G. S. Anderson.	"	Lease of 1st and 2nd floors of "Moncton Paint Co's. Building," Moncton, N.B.	Armoury accommodation, Militia and Defence.	5 years from May 1, 1921.	$2,000 per ann.
" 25	Wm. James Southam	"	Lease of top or 6th floor of "Southam Building," Calgary, Alta.	S.S. Board	6 months from June 16, 1921.	$750 per m.
" 25	Union Bank of Canada	"	Lease of 2 rooms, vault and closet on 2nd floor of "Union Bank Building," Moosomin, Sask.	Inspector of Dominion Lands Agencies.	1 year from June 26, 1921.	$35 per m.
" 26	Lemuel Ezra Prowse	"	Lease of 3 rooms on 1st floor of "Prowse Block," Charlottetown, P.E.I.	Superintendent of Dominion Dredges, Public Works Dept.	1 year from Nov. 1, 1921.	$200 per ann.
" 26	Knox Presbyterian Church of Regina.	"	Lease of 2 storey frame building, Regina, Sask.	Militia and Defence	3 years from Feb. 21, 1921.	$2,400 per ann.
Aug. 1	London and British North America Co.	"	Lease of offices 418, 419 and 420 in "Duncan Building," Vancouver, B.C.	Dept. of Agriculture	2 years from Aug. 1, 1921.	$60 per m.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1921						
Aug. 1	His Majesty	The St. John Dry Dock and Shipbuilding Co., Ltd.	Agreement re hiring of hopper scows 104 and 101.	Private enterprise	6 months from Aug. 1, 1921.	$21.25 per day for each scow.
" 1	Cyrille Renaud	His Majesty	Lease of ground floor of brick dwelling house, Loretteville, Que.	Post-office	5 years from Sept. 1, 1921.	$400 per ann. (renewable)
" 2	Mills Bros., Limited	"	Lease of room No. 320 in "Imperial Building," Hamilton, Ont.	Taxation officer	From July 15, 1921, to Dec. 1, 1923.	$20 per m. (renewable)
" 3	Roderick J. Mackenzie	"	Lease of premises known as "Deer Lodge Hotel," Winnipeg, Man.	Mil. Hosp. for S.C.R.	1 year from May 1, 1921.	$200 per m.
" 4	Wm. Warren and C. Egbert Sibbald.	"	Lease of ground and upper floors of 1½-storey building known as "Ford Garage," Banff ave., Banff, Alta.	Militia and Defence	3 years from Aug. 23, 1921.	$50 per m.
" 8	Sir Henry Mill Pellatt	"	Lease of 2,440 sq. ft. in building, 48 University ave., Toronto, Ont.	Sergeants' Mess, Queens Own Rifles.	3 years from April 1, 1921.	$600 per ann.
" 8	Bank of Nova Scotia	"	Lease of rooms 31 and 32 in "Bank of Nova Scotia Building," St. Catharines, Ont.	Ass't Insp. of Taxation	1 year from July 2, 1921.	$720 per ann.
" 9	Henry Dennie Johnson	"	Lease of 3 storey brick building on 2nd st., Edmonton, Alta.	Examining Warehouse and Kings Warehouse.	3 years from Aug. 14, 1921.	$4,320 per ann.
" 9	The Manitoba and Saskatchewan Bible Society.	"	Lease of rooms 1, 2 and 3 on ground floor with portion of basement of "Bible House," Winnipeg, Man.	Weights and Measures (T. and C.).	1 year from July 1, 1921.	$1,300 per ann. (renewable).
" 11	Mrs. Annie Jane Martin	"	Lease of 3 floors and basement of "Martin Building," Wellington st., Ottawa, Ont.	Immigration and Colonization.	1 year from July 21, 1921.	$5,500 per ann.
" 12	McDougal's Limited	"	Lease of premises, 105 Murray st., Ottawa, Ont.	Storage for Printing Bureau.	From Aug. 29, 1921 to May 1, 1923.	$2,390 per ann.
" 15	J. H. Cameron and A. M. Johnstone.	"	Lease of 3 rooms (G. H. and I.) in building on lots 24 and 25, Block 156, Saskatoon, Sask.	Weights and Measures (T. and C.).	From Nov. 11, 1921, to Nov. 1, 1922.	$110 per m.
" 15	Hon. A. L. Langman	"	Lease of "Fairbanks Morse Building," known also as "Col. Belcher Hospital," Calgary, Alta.	Hospital for S.C.R.	1 year from July 1, 1921.	$900 per m.
" 17	Mrs. Eliz. Bowins (widow)	"	Lease of brick building, Hillside ave., Pontypool, Ont.	Militia and Defence	1 year from Mar. 1, 1921.	$20 per m. (renewable).
" 18	W. P., A. P., and D. J. O'Connor.	"	Lease of 1st floor and vault of "O'Connor Building," Huntingdon, Que.	Post-office	5 years from July 1, 1921.	$1,000 per ann.

" 18	Pacific Dairies Limited	"	Lease of 2nd floor of two storey brick building, 150 Union st., St. John, N.B.	S.C.R.	1 year from Sept. 6, 1921.	$1,320 per ann.
" 20	Benjamin Buell Bellamy	"	Lease of 3rd or top floor of building, 19 Main st., Smith's Falls, Ont.	Militia and Defence	3 years from May 1, 1921.	$165 per ann.
" 20	Corporation of City of Brockville.	"	Lease of 2 rooms on ground floor of "City Building," Brockville, Ont.	Insp. of Gas and Electricity (T. and C.).	1 year from Sept. 18, 1921.	$15 per m.
" 20	Western Union Telegraph Company.	"	Agreement re accommodation of Government telegraph wire on poles between Port Hood and Port Hawkesbury, C.B., on highway (32 miles).		1 year from July 1, 1921.	$6 per mile.
" 22	Sydney Richmond Margetson.	"	Lease of entire 8th floor and rooms 703, 704 and 705 in "Northwest Building," Vancouver, B.C.	S.S. Board	2 years from July 1, 1921.	$4,200 per ann.
" 22	Mrs. Betty Tobias	"	Lease of 2 storey frame building, n.e. cor. Railway and 8th sts., Morden, Man.	Militia and Defence	1 year from June 1, 1921.	$40 per m.
" 24	Department of Naval Service.	Dept. of Public Works.	License No.231, call signal V.D.K. for current for fiscal year covering radiotelegraph equipment on board of.	C.G.S. *Tyrian*	1 year from April 1, 1921.	Sched. of rates
" 24	Andrew McMillan and Wm. Costain.	His Majesty	Lease of ground floor of 3 storey brick building on west side of Main st., Toronto East, Ont.	Postal station "H"	1 year from Oct. 1, 1921.	$100 per m.
" 24	Regina Exhibition Board.	"	Lease of whole of space under grand stand of building, Exhibition Grounds, Regina, Sask.	Militia and Defence	1 year from June 15, 1921.	$75 per m.
" 26	David John Nesbitt (Sheriff).	"	Lease of ground floor of building on lot 39, Brighton, Ont.	Post-office	5 years from Sept. 4, 1921.	$376 per ann.
" 26	Independent Van and Storage Co., Ltd.	"	Lease of entire ground floor of building, 780 Beatty st., Vancouver, B.C.	S.C.R.	2 years from July 15, 1921.	$1,800 per ann. (revewable).
" 29	F. B. Black., Chas. W. Fawcett and H. M. Wood.	"	Lease of 1st and 2nd floors of 2 storey building on west side of Crescent st., Sackville, N.B.	Militia and Defence	2 years from July 1, 1921.	$25 per m.
" 29	Geo. Pheasey and Chas. C. Batson.	"	Lease of 2 stores on ground floor, also space in basement of "Alexandra Block," Edmonton, Alta.	Dom. Lands Office (Int. Dept.).	3 years from July 1, 1921.	$6,000 per ann.
Sept. 1	Thomas Henry Blow	"	Lease of "Blow Building," Calgary, Alta.	Interior Department	5 years from Sept. 1, 1921.	$21,429 per ann.
" 1	Hon. Sir Daniel H. McMillan, K.C.M.G.	"	Lease of rooms Nos. 406 and 407 in "Avenue Block," Winnipeg, Man.	School Lands Branch, (Int. Dept.)	1 year from Sept. 1, 1921.	$81 per m.
" 2	Westmount Garage Registered.	"	Lease of ½ of front of store, 4278 St. Catherine st. west, Westmount, Que.	Gas. Insp. Office	3 years from May 1, 1921.	$300 per ann. (renewable).
" 6	His Majesty	Down Town Association.	Lease of portion of site of "Federal Building," cor. Yonge and Front sts., Toronto, Ont.	Parking autos	Monthly tenancy from Aug. 1, 1921.	$100 per m.
" 6	"	W. H. Kelly Lumber Co.	Lease of tug *Alva*	Private enterprise.	3 weeks from date tug is taken over at Victoria shipyards.	$5 per day.
" 8	Miss Margaret Marie Thompson.	His Majesty	Lease of wooden frame warehouse and basement, Yarmouth, N.S.	Militia and Defence	2 years from June 1, 1921.	$600 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For What Purpose	Duration of Lease	Rental
1921						
Sept. 9	F. S. Collacott	His Majesty	Lease of offices on 2nd floor of "Collacott Block," Yorkton, Sask.	Inspector of Taxation	1 year from Sept. 1, 1921.	$720 per ann.
" 10	James Alex. Yager	"	Lease of 2,075 sq. ft. of easterly portion of ground floor and 587 sq. ft. of easterly portion of basement in building at Swift Current, Sask.	Post-office	1 year from June 20, 1924.	$720 per ann.
" 16	The Imperial Canadian Trust Co.	"	Lease of suites 601, 602, 606 and 607 in "Canada Building," Saskatoon, Sask.	Post-office Insp. and staff.	1 year from Sept. 20, 1921.	$3,242.40 per ann.
" 16	The Imperial Canadian Trust Co.	"	Lease of suit 514 in "Canada Building," Saskatoon, Sask.	Railway Mail service	1 year from Sept. 16,, 1921.	$300 per ann.
" 16	F. A. Blain	"	Lease of rooms 301 to 310 inclusive, and room 404 in "Connaught Building," Saskatoon, Sask.	S.S. Board	2 years from July 1, 1921.	$5,517 per ann.
" 17	Notre Dame Investment Co., Ltd,	"	Lease of offices 504 to 509 inclusive, in "Notre Dame Investment Building," Winnipeg, Man.	S.S. Board	6 months from Nov. 15, 1921.	$3,000 per ann. (renewable).
" 20	William McWilliams Inc.	"	Lease of 1,123 sq. ft. on ground floor of southerly half of brick building, cor. D'Auteuil and Elgin sts., Quebec, Que.	Supt. Dom. Arsenal	1 year from Sept. 1, 1921.	$675 per ann.
" 20	His Majesty	W. H. Kelly	Lease of tug *Eileen*	Private enterprise	Period of 3 weeks from Sept. 20, 1921.	$35 per week (in advance)
" 21	Saltcoats G.W.V. Association.	His Majesty	Lease of 1½ storey frame building on lot 5, block 9, plan 4383, Saltcoats, Sask.	Militia and Defence	1 year from July 1, 1921.	$15 per m.
" 28	Central Realties Co., Ltd.	"	Lease of 3,900 sq. ft. in "Harphill Building," Prince Albert, Sask.	S.S. Board	3 months from Nov. 1, 1921.	$200 per m.
" 28	The Post Publishing Co., Ltd.	"	Lease of rooms 4a and 3 in "Post Building," Sydney, N.S.	Naval Service Dept.	1 year from Oct. 1, 1921.	$36 per m.
" 28	Arch. Galbraith	"	Lease of all ground floor of main building and addition thereto, Swift Current, Sask.	Dom. Lands (Int. Dept.	1 year from Nov 17, 1921.	$175 per m.
Oct. 1	The Fort Frances Masonic Building Association.	"	Lease of two rooms in n.w. cor. of "Masonic Building," Fort Frances, Ont.	Res. Eng. (Pub. Works Dept.).	1 year from Oct. 1, 1921.	$35 per m. (renewable).
" 4	R. L. Blackburn	"	Lease of 849 sq. ft. on 4th floor of "Plaza Building," Ottawa, Ont.	S.C.R.	From Sept. 1, 1921, to July 1, 1922.	$823.53 per ann.
" 4	"	"	Lease of 2,426 sq. ft. on 4th floor of "Plaza Building," Ottawa, Ont.	"	1 year from July 1, 1921.	$2,350 per ann.
" 4	His Majesty	J. L. Melanson	Lease of portion of ballast wharf, Pointe du Chene, N.B.	Private enterprise	10 years from Oct. 4, 1921.	$25 per ann.

"	5	Chester Thompson Co., Ltd.	His Majesty	Lease of whole of 1st floor in "Thompson Chambers," also room in basement, Saskatoon, Sask.	Customs Dept	1 year from Dec. 12, 1921.	$4,800 per ann.
"	10	His Majesty	The City of Battleford.	Lease and license to place and operate a 3-inch pipe line in basement of Dominion Public Building, North Battleford, Sask.	Private enterprise	During pleasure	No money consideration
"	11	Andrew Lidd'e Forrester	His Majesty	Lease of "Empress Theatre," Red Deer, Alta.	Militia and Defence	3 years from July 1, 1921.	$660 per ann.
"	13	The Bank of Montreal	"	Lease of 1st floor in "Montreal Bank Building," Saskatoon, Sask.	Taxation Branch (Finance Dept.).	3 years from July 29, 1921.	$1,707 per ann.
Oct.	13	Arch. Wm. McGregor	"	Lease of lots 1 to 8 inclusive, block 195, with buildings thereon except shed on lot No. 8, Regina, Sask.	Militia and Defence	1 year from Oct. 1, 1921.	$3,960 per ann.
"	13	Estate Odi'on Lacoursiere	"	Lease of 2 rooms on 1st floor of 1½-storey building on west side of Notre Dame st., St. Tite, Que.	Post office	5 years from Jan. 1, 1922.	$444 per ann. (renewable)
"	14	Bourgon, Gagne & Co.	"	Lease of ground floor of 3-storey building, No. 5382 Sherbrooke st. west, Notre Dame de Grace (Montreal), Que.	Postal station	3 years from Nov. 1, 1921.	$2,400 per ann. (renewable)
"	15	His Majesty	National Sand & Material Co., Ltd.	Agreement re hiring of dredge "Restigouche"	Private enterprise	2 years from date dredge is taken over from Pictou, N.S., until returned to Pictou, N.S.	5,500 per year.
"	18	Hazen Twiss, Ltd	His Majesty	Lease of premises on ground floor and in basement of building, cor. 22nd st. and 3rd Ave., Saskatoon, Sask.	Dom. Lands Office (Int. Dept.).	1 year from Oct 1, 1921.	$300 per m.
"	19	Notre Dame Investment Co., Ltd.	"	Lease of whole of 2nd floor in "Notre Dame Investment Building," Winnipeg, Man.	S.C.R.	1 year from Nov. 22, 1921	$6,000 per ann.
"	19	Doctor Geo. Mackenzie Bowman.	"	Lease of one-storey frame building on west side of 5th st., Weyburn, Sask.	Militia and Defence	1 year from June 10, 1921.	$600 per ann. renewable
"	20	James Henry Buchanan	"	Lease of rooms 1, 2 and 3 on ground floor of "Buchanan Apartments," Goderich, Ont.	" "	1 year from Jan. 1, 1922.	$336 per ann.
"	22	Montreal Trust Co	"	Lease of 2,040 sq. ft. in "Hesslein Building," Halifax, N.S.	Marine and Fisheries	1 year from Oct. 15, 1921.	$1,226 30 per ann.
"	25	His Majesty	Dector Wm. F. Sheridan.	Lease of one-storey annex on west side of Post Office, Cardinal, Ont.	Private enterprise	1 year from Oct 11, 1921.	$162 per ann.
"	25	John Albert Short	His Majesty	Lease of one-storey frame building, No. 220 Hampton st., Winnipeg, Man.	Militia and Defence	1 year from Dec. 1, 1921.	$50 per m.
"	25	Kamloops Building Syndicate, Ltd.	"	Lease of rooms 11 to 16 inclusive and rooms 19 to 22 inclusive and room 10 with part of ground floor and 2 vaults in buildings at Kamloops, B.C., and of room No. 23 in same building	Interior Dept	1 year from Sept 1, 1920.	$4,494 per ann.
					"	From Oct. 1, 1920 to Sept. 1, 1921.	$390 60 per ann. (renewable)
"		Edward Sinclair	"	Lease of 364 sq. ft in building on Main st., Carberry, Man.	Forest reserve rangers (Int. Dept.).	1 year from Oct. 1, 1921.	$216 per ann. (renewable)

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1921						
Oct. 31	Edward A. McDonald	His Majesty	Lease of one-storey frame building (30 ft. x 60 ft.), Sydney Mines, N.S.	Militia and Defence	2 years from July 1, 1921.	$600 per ann.
" 31	Winfield Scott Wait	"	Lease of 1½-storey brick building, "Hillhurst Garage," Calgary, Alta.	Storage and repairs of cars (Int. Dept.).	From Nov. 1, 1921 to May 1, 1922.	$150 per m.
Nov. 1	Robertson Mason	"	Lease of loft over building, with separate outside staircase, Powassan, Ont.	Militia and Defence	2 years from Feb. 1, 1921.	$60 per ann.
" 1	His Majesty	Allen G. McAvity.	Lease of portion of breakwater, St. John Harbour (Courtenay Bay), N.B.	Private enterprise	5 years from Nov. 1, 1921.	$100 per ann.
" 3	Fred. W. Scott	His Majesty	Lease of rooms 302 and 303 in "Scott Block," Main st., Winnipeg, Man.	Insp. Dominion Lands Agencies.	1 year from Dec. 31, 1921.	$140 per m.
" 4	Dominion Life Assurance Co.	"	Lease of rooms 501, 510, 511, 512 and 513 on 5th floor of building, Regina, Sask.	S. S. Board	6 months from Dec. 1, 1921.	$1,752 per ann.
" 4	Ashcroft Paint Co., Ltd.	"	Lease of portion of lot 11, block 12, and erections thereon, Ashcroft, B.C.	Telegraph service	15 years from Nov. 4, 1921.	$1 per ann.
" 5	Alfred Theodore Carter	"	Lease of brick building on lot 33, 1st reserve, Gaspe, Que.	Post office, Customs, etc.	5 years from Dec. 1, 1921.	$700 per ann. with option to purchase for $20,000.
" 11	Robt. McKay	"	Lease of space in building, n.e. cor. of Malboro and Mechanic sts., Maxville, Ont	Post office	5 years from Oct. 15, 1921	$360 per ann. (renewable)
" 15	The Ottawa Terminals Ry. Co.	"	Lease of premises and offices in Central Station, Ottawa, Ont.	Board of Railway Commissioners of Canada.	5 years from Nov. 1, 1921.	$21,000 per ann
" 17	John Robert Boyd	"	Lease of three-roomed flat on easterly part of lot 8, Huntsville, Ont.	Militia and Defence	3 years from Feb. 1, 1921.	$150 per ann.
" 21	Mrs. Alice Maud Christie	"	Lease of 2-storey frame building, No. 204 Wilson st., Victoria West, B.C.	" "	6 months from Dec. 6, 1921.	$30 per m.
" 22	Ellen A. Montreuil	"	Lease of 2½-storey frame building, No. 24 London st. east, Windsor, Ont.	S.C.R	1 year from Dec. 1, 1921.	$1,200 per ann.
" 23	His Majesty	The Quebec Shipbuilding & Repairing Co., Limited.	Lease of property on St. Charles river, Quebec Que.	Private enterprise	20 years from Nov. 23, 1921	$1,500 per ann.
" 24	The Board of Park Commissioners.	His Majesty	Lease of portion of Recreation Grounds on Gambie st., Vancouver, B.C.	Non-permanent Active Militia.	3 years from April 1, 1920.	$300 per ann.
" 26	The London & British North America Co., Limited.	"	Lease of entire 5th floor and rooms 401 to 414 inclusive, and rooms 426 and 427 in "Duncan Building," Vancouver, B.C.	S.C.R.	3 years from July 1, 1921	$9,646.28 per ann.

"	26	Wm. Alfred Bauer	"	Lease of rooms 509 to 512 inclusive, on 5th floor of "Pacific Building," Vancouver, B.C.	Geological Survey Branch, (Mines Dept.)	1 year from Dec. 25, 1921.	$1,769.40
Dec.	1	Calgary Brewing and Malting Co., Ltd.	"	Lease of "American Hotel Building," Macleod, Alta.	Militia and Defence	2 years from Nov. 8, 1921.	$900 per ann.
"	1	Esquimalt and Nanaimo Railway Co.	"	Agreement re siding in connection with dry dock, Skinner's Cove, B.C.	Government purposes	As long as agreement remains in force.	$34.82 per ann.
"	3	Robert Lennox Blackburn	"	Lease of 3rd floor of "Plaza Building," cor. Sussex and Rideau sts., Ottawa, Ont.	S.C.R.	1 year from May 1, 1921.	$3,650 per ann.
"	3	Sarah A. Batson	"	Lease of one room on 1st floor of building, Welchpool, Island of Campobello, N.B.	Inspector of Fisheries (Marine and Fisheries)	1 year from Dec. 31, 1921.	$120 per ann.
"	7	Notre Dame Investment Co., Ltd.	"	Lease of west ½ of 1st floor in "Keywayden Building," Winnipeg, Man.	S.C.R.	1 year from Jan. 1, 1922.	$2,220 per ann.
"	9	Notre Dame Investment Co., Ltd.	"	Lease of rooms 411 to 414, inclusive, "Notre Dame Investment Building," Winnipeg, Man.	"	6 months from Feb. 15, 1922.	$75 per m.
"	9	Notre Dame Investment Co., Ltd.	"	Lease of office No. 305, "Notre Dame Investment Building," Winnipeg, Man.	"	6 months from Feb. 15, 1922.	$75 per m.
"	12	Wm. Jackson Hopwood, liquidator, of Hopwoods Ltd.	"	Lease of 3 rooms on ground floor of 366 Water st., with use of front entrance in same, Peterborough, Ont.	Weights and Measures	1 year from Jan. 1, 1922.	$300 per ann.
"	13	A. C. McDermott	"	Lease of 3 storey brick building, cor. Langley and Broughton sts., Victoria, B.C.	Examining warehouse	1 year from Jan. 1, 1922.	$400 per ann.
"	13	Patrick Fournier	"	Lease of 3,590 sq. ft. on top of 3 storey concrete block, cor. Court and Canada sts., Edmundston, N.B.	Active Militia Units	1 year from Jan. 22, 1922.	$90 per m.
"	18	Imperial Canadian Trust Co.	"	Lease of room 513 in "Canada Building," Saskatoon, Sask.	Post-office Department	2 years from Nov. 1, 1921.	$717.75 per ann.
"	24	The Calgary Paint and Glass Co., Ltd.	"	Lease of 6 storey reinforced concrete building, Calgary, Alta.	Militia and Defence	3 years from June 1, 1921.	$8,400 per ann.
"	29	Robert A. Brown	"	Lease of 3rd or top floor in store building, north side of Foster st., Perth, Ont.	"	2 years from July 1, 1921.	$125 per ann. (renewable).
"	29	Mrs. Margaret A. A. Bryan	"	Lease of solid stone building on east side of Water st., opposite Post-office, St. Mary's, Ont.	"	3 years from Oct. 15, 1921.	$600 per ann. (renewable).
"	29	Board of School Commissioners.	"	Lease of "Park School," Dartmouth, N.S.	"	5 years from Nov. 9, 1921.	$100 per ann. (renewable).
"	30	The Ottawa Amateur Athletic Association.	"	Lease of building on n.w. cor. of Elgin st. and Laurier ave. w., Ottawa, Ont.	"	3 years from April, 15, 1921.	$8,227.33 per ann.
"	30	The Tribune Publishing Co., Ltd.	"	Lease of room No. 410 on 4th floor of "Tribune Building," Winnipeg, Man.	Immigration and Colonization.	1 year from Jan. 6, 1922.	$1,200 per ann.
"	30	Thomas Culbert	"	Lease of portion of ground floor of "Culbert Block," Merrickville, Ont.	Post-office	5 years from Jan. 1, 1922.	$200 per ann.
"	30	R. Keltie Jones and The Eastern Trust Co.	"	Lease of "Caverhill Hall" on n.e. cor. of Sydney and Mecklemberg sts., St. John, N.B.	Militia and Defence	1 year from Jan. 1, 1922.	$1,500 per ann.
"	31	Silas Alexander Ramsay	"	Lease of north store premises No. 606 on 2nd st. east, Calgary, Alta.	Invalided Soldiers' Commission.	1 year from Dec. 5, 1921.	$900 per ann.
"	31	Silas Alexander Ramsay	"	Lease of store No. 608 on 2nd Ave. east, Calgary, Alta.	S.C.R.	1 year from Sept. 16, 1921.	$900 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1922						
Jan... 4.....	Birks Building Ltd., successors to W. M., J. H., and G. W. Birks.	His Majesty...	Lease of 3rd, 5th and 6th floors and basement of "Birks Building," Ottawa, Ont.	Railways and Canals and Agriculture.	3 years from Nov. 1, 1921.	$6,697.14 per ann.
" 4.....	Birks Building Ltd., successors to W. M., J. H., and G. W. Birks.	"	Lease of rear ½ of 5th floor in "Birks' Building," Ottawa, Ont.	Dept. of Agriculture.....	From Jan. 1, 1922, to Nov. 1, 1924.	$1,400 per ann.
" 4.....	Kenneth A. McLeod.....	" ...	Lease of rooms 301 to 305, inclusive, on 3rd floor of "McLeod Block," Edmonton, Alta.	S.C.R	1 year from Dec. 1, 1921.	$315 per ann.
" 6.....	Sir Woodman Burbidge...	" ...	Lease of two storey brick building and outbuildings, Calgary, Alta.	Militia and Defence.....	3 years from Jan. 1, 1922.	$5,400 per ann.
" 7.....	Ames-Holden-McCready Ltd.	"	Lease of one room on ground floor of "Ames-Holden-McCready Building," Montreal, Que.	Railways and Canals...	From Dec. 22, 1921, to May 1, 1926.	$120 per ann.
" 7.....	Ames-Holden-McCready Ltd.	"	Lease of 6,922 sq. ft. on ground floor of "Ames-Holden-McCready Building," Montreal, Que.	S.C.R	2 years and 11 months from June 1, 1921.	$5,191.50 per ann.
" 7.....	Ames-Holden-McCready Ltd.	"	Lease of 12,000 sq. ft. on ground floor of "Ames-Holden-McCready Building," Montreal, Que.	"	3 years from May 1, 1921.	$11,239.25 per ann.
" 7.....	Ames-Holden-McCready Ltd.	"	Lease of 2,397 sq. ft. on ground floor of "Ames-Holden-McCready Building," Montreal, Que.	Railways and Canals...	5 years from May 1, 1921.	$2,397 per ann.
" 10.....	George Edward Gibson...	"	Lease of ground floor of 2 storey frame building, 121 2nd Ave., Prince Rupert, B.C.	Militia and Defence.....	3 years from April 1, 1920.	$50 per m.
" 10.....	The Post Publishing Co., Ltd.	"	Lease of rooms 1 and 2 on 1st floor of "Post Publishing Building," Sydney, N.S.	Immigration and Colonization.	2 years from Dec. 1, 1921.	$35 per m. (renewable).
" 10.....	Merrick Addie Leet	"	Lease of ground floor of 2 storey solid brick building, Main st., Qu'Appelle, Sask.	Militia and Defence.....	1 year from Nov. 1, 1921.	$40 per m. (renewable).
" 11.....	The Royal Trust Co.....	"	Lease of rooms 308 and 309 on 3rd floor of "Campbell Building", Victoria, B.C.	S.C.R	6 months from Dec. 1, 1921.	$312 per ann. (renewable)
" 11.....	James Stuart Mackie.....	"	Lease of portion of basement, whole of ground floor, mezzanine floor and floor and freight elevator lobby in "Lancaster Building", Calgary, Alta.	Post-office and S.C.R..	2½ years from Jan. 1, 1922.	$30,515 88 per ann.
" 14.....	His Majesty	Collingwood Shipbuilding Co., Ltd.	Lease of "Graving Dock Property", Kingston, Ont.	Private enterprise.....	4 years from April 30, 1920.	$5,000 00 per ann.

"	16	Isaac Mallette	His Majesty	Lease of cabin, sheds and toilet building, Townsite of Mayo Landing, Yukon Territory.	Post-office	1 year from Sept. 1, 1921.	$200 per ann.
"	16	James Murphy	"	Lease of full sized basement and two lower floors of brick building, No. 114 Simpson st., Fort William, Ont.	Militia and Defence	1 year from Dec. 1, 1921.	$225 per m.
"	16	Bawlf Securities, Ltd	"	Lease of rooms 231, 233 and 237 on 3rd floor and offices 208 and 220 on 2nd floor of "Chamber of Commerce Building", Winnipeg, Man.	Dom. Water Power Branch (Interior Department).	1 year from Dec. 1, 1921.	$195 per m.
"	19	The Standard Bank of Canada.	"	Lease of one room on 1st floor of "Standard Bank Building", Belleville, Ont.	Food Inspection District No. 10.	From Feb. 23, 1922 to June 23, 1922.	$17.50 per m.
"	26	The Board of Governors, Bishop Pinkham College.	"	Lease of property known as "Bishop Pinkham College" (also as "Sunnyside Hospital"), Calgary, Alta.	Mil. hosp. by invalided Soldiers' Commission.	On year to year basis from Dec. 9, 1921.	$3,000 per ann.
"	26	Arcade, Limited	"	Lease of 1,000 sq. ft. in centre portion of 2nd floor of 3-storey building, Dunnville, Ont.	Militia and Defence	1 year from June 17, 1921.	$10 per m.
"	27	R. Simpson Co., Ltd.	"	Lease of "Keen's Building", No. 174 Spadina Ave., Toronto, Ont.	" "	5 years from Dec., 13, 1921.	$20,000 per an.
"	27	The Fort Frances Masonic Building Association, Ltd.	"	Lease of 2 rooms in n.w. cor. of "Masonic Building", Fort Frances, Ont.	Resident Eng. (P.W.D.)	1 year from Oct. 1, 1921.	$35 per m. (renewable)
"	30	Hormisdas Cuerrier	"	Lease of ground floor and cellar of 3-storey brick building, No. 1253 Wellington St., Verdun, Que.	Postal station	3 years from Jan. 1, 1922.	$135 per m. (renewable)
"	31	The London and British North America Co., Ltd.	"	Lease of rooms 320 to 324 inc., on 3rd floor of "Duncan Building", Vancouver, B.C.	Supt. of dredges and staff (P.W.D.).	2 years from Feb., 1, 1922.	$1,293 per ann.
Feb.	6	Frank Gardner	"	Lease of one storey brick building, Main st., Kenora, Ont.	Militia and Defence	2 years from Aug., 1, 1921.	$1,200 per ann. (renewable).
"	7	Alex. Leonard Sawle	"	Lease of "Oliver Block", Athabasca, Alta.	Post-office	1 year from Nov. 9, 1921.	$15 per m.
"	10	Union Bank of Canada	"	Lease of 1,050 sq. ft. in "Kerr" or "Union Bank Building", The Pas, Manitoba.	Mining Records (Interior Dept.).	1 year from Feb. 1, 1922.	$50 per m.
"	11	James Stuart Mackie	"	Lease of suites 400 and 403 and rooms 404, 405, 406 and 418 on 4th floor and rooms 500 to 518 inclusive, on 5th floor of "Lancaster Building", Calgary, Alta.	S.C.R. and Mining Land and Yukon Branch Interior Dept. and Railway Commission.	1½ years from Jan. 1, 1922.	$14,124.44 per ann.
"	13	The General Financial Corporation of Canada.	"	Lease of 1st floor of brick building, No. 225½ 22nd st., Saskatoon, Sask.	Militia and Defence	1 year from Jan. 6, 1922.	$175 per m.
"	14	Thomas Duncan McFarlane.	"	Lease of "Imperial Garage", No. 268 Sparks st., Ottawa, Ont.	" "	1 year from May 1, 1922.	$5,340 per ann.
"	16	Janet Bannerman	"	Lease of 32 ft. in width of 1-storey frame building and partial basement, The Pas, Man.	Post-office	5 years from Oct 1, 1921.	$900 per ann.
"	23	La Sauvegarde	"	Lease of offices on s.e. cor. on roof of "La Sauvegarde Building", Montreal, Que.	Signal Service (Marine and Fisheries).	1 year from May 1, 1922.	$475 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1921, to March 31, 1922.—*Concluded.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1922						
Feb. 23	La Banque d'Hochelaga	His Majesty	Lease of 1,415 sq. ft. in building No. 1128, Mount Royal st., and 308 sq. ft. (cellar space), and yard in common, Montreal, Que.	Delorimier postal station.	1 year from May 1, 1922.	$1,300 per ann.
" 24	Great War Veteran's Association.	"	Lease of 3rd floor of "G.W.V.A. Building", Regina, Sask.	S.C.R. and Pensions	1 year from Mar. 1, 1922.	$5,076 per ann. (renewable).
" 24	C. W. Lindsay, Ltd	"	Lease of room No. 26 on 3rd floor of building, No. 201 and 203, St. John st., Quebec, Que.	Supervisor S.S. Board.	From May 23, 1922 to April 30, 1923.	$21 per m.
" 28	Northern Trust Co.	"	Lease of room No. 103 on 2nd storey of "Victory Building", Main st., Winnipeg, Man.	Labour Department.	1 year from April 1, 1922	$720 per ann.
Mar. 1	The Bank of Toronto	"	Lease of room No. 1, in building on Queen st. east, Toronto, Ont.	Gas and Electricity (Trade and Commerce).	1 year from May 1, 1922.	$240 per ann.
" 4	The Board of Trustees of Knox Church.	"	Lease of "Old Knox Presbyterian Church", Saskatoon, Sask.	Armoury for 5th Batt. (M. and D.).	1 year from Dec. 1, 1921.	$100 per m. (renewable).
" 6	Canadian Bank of Commerce.	"	Lease of rooms 2 and 3 with use of a room 18 ft. by 16 ft., in "Canadian Bank of Commerce Building", Revelstoke, B.C.	Chief Ranger (Int. Dept.)	1 year from Dec. 16, 1921.	$40 per m.
" 6	Chas. R. Stephen and Sarah M. Geddes, Trustees of Stephen Estate.	"	Lease of 1st, 2nd, 3rd and 4th floors in "Stephen Building", Ottawa, Ont.	Seed grain staff (Int. Dept.).	5 years from May 1, 1922.	$7,500 per an.
" 7	Municipality of Collingwood.	"	Lease of 2 rooms in s.e. cor. of "Town Hall", Collingwood, Ont.	Militia and Defence	1 year from Mar. 15, 1922.	$120 per ann.
" 8	Belgo-Canadian Realty Co., Ltd.	"	Lease of 2nd floor of "Westmount Commercial Building", Westmount, Que.	58th Westmount Rifles	1 year from May 1, 1922.	$1,500 per ann.
" 10	R. J. Mackenzie	"	Lease of "Deer Lodge Hotel", Winnipeg, Man.	Military Hospital	1 year from May 1, 1922.	$200 per m.
" 10	Alexander Macdonald	"	Lease of rooms 8 to 13, inclusive, in "K.W.C. Block", Nelson, B.C.	Dist. Engr. (P.W. Dept.)	1 year from April 1, 1922.	$720 per ann.
" 11	Alice Ena Warne	"	Lease of two rooms on 2nd floor of "Warne Building", Digby, N.S.	Insp. of Fisheries	1 year from Nov. 1, 1921.	$200 per ann.
" 13	The Hudson's Bay Company.	"	Lease 4,721 sq. ft. in "Megaw Building", Vernon, B.C.	S.S. Board	1 year from Mar. 15, 1922.	$1,500 per ann.
" 13	The Post Publishing Co., Ltd.	"	Lease of room No. 5, in "Post Building", Dorchester st., Sydney, N.S.	Sub-Agent, Marine and Fisheries.	1 year from May 1, 1922.	$216 per ann.
" 14	Norlite Realty Co., Ltd	"	Lease of "Norlite Building", south side of Wellington st., Ottawa, Ont.	Gov't offices	5 years from Oct. 15, 1922.	$20,000 per an. (renewable).

" 15	Mills Brothers, Ltd	"	Lease of room in basement of "Imperial Building", Hamilton, Ont.	Insp. of Taxation	From April 1, 1922, to Dec. 1, 1923.	$62.50 per m. (renewable).
" 17	Conrad William Johnson	"	Lease of space on ground floor of "Hanson Block", Cranbrook, B.C.	Militia and Defence	2 years from Jan. 15, 1922.	$30 per m.
" 18	Robert Lennox Blackburn.	"	Lease of 3rd floor of "Plaza Building", cor. Sussex and Rideau sts., Ottawa, Ont.	S.C.R.	1 year from May 1, 1922.	$3,650 per ann.
" 18	James Stuart Mackie	"	Lease of offices 610 to 613 inclusive on 6th floor of "Lancaster Building", Calgary, Alta.).	Grain Inspection Branch (Trade and Commerce).	3 years from May 1, 1922.	$1,116.25 per ann.
" 20	Dr. Geo. M. Bowman	"	Lease of one-storey frame building on lot 4, block 25, Weyburn, Sask.	Militia and Defence	1 year from June 10, 1922.	$600 per ann.
" 21	Estate of Wm. Ryan Thistle.	"	Lease of store No. 204 on south side of Wellington st., Ottawa, Ont.	Gas and Electricity (T. and C.).	1 year from May 1, 1922.	$50 per m.
" 23	John Alex. Campbell and Miss S. Campbell.	"	Lease of building No. 81 King st., London, Ont.	S.C.R.	1 year from July 28, 1922.	$420 per ann.
" 23	Wm. George Miller	"	Lease of 3 rooms on ground floor of building on Main st., Stellarton, N.S.	Post-office	1 year from May 1, 1922.	$650 per ann.
" 23	Wm. Percy Blackmore	"	Lease of one-storey high new brick building, Princeton, Ont.	"	10 years from Jan. 1, 1922.	$396 per ann.
" 24	Dominion Life Assurance Co.	"	Lease of rooms 502 to 507, inclusive, on 5th floor of "Westman Chambers", Regina, Sask.	S.S. Board	1 year from May 1, 1922.	$1,800 per ann.
" 27	L. H. Levasseur, Registered.	"	Lease of "Levasseur Block", Riviere du Loup Station, Que.	Post-office	1 year from May 1, 1922.	$600 per ann.
" 31	The Royal Bank of Canada.	"	Lease of basement, 2nd, 3rd, 4th and 5th floors of "Royal Bank Building", on s.w. cor. of Sparks and Metcalfe sts., Ottawa, Ont.	Several Depts. of Federal Administration.	1 year from May 1, 1922.	$15,050 per ann.

The following leases were received too late for insertion in last year's Annual Report (1920-1921).

1920						
Sept. 21	His Majesty	The King Suspender and Neckwear Co.	Lease of 2,500 sq. ft. of floor space in "Henry Building", Toronto, Ont	Private Enterprise	3 years and 10 months from Aug. 1, 1921.	$125 per m.,
Oct. 1	Can. Northern Ry. Co.	His Majesty	Permission to string wire on Co.'s poles between Humboldt and Warman, Sask. (30½ miles of distance).		1 year from Oct. 1, 1920 and thereafter from year to year.	$5 per mile per wire per ann.
1921						
Mar. 1	Canadian National Railways.	Dept. of Public Works.	Sub-lease of shed No. 2, Pier No. 3, outer wharf, Victoria, B.C.	Gov't purposes	During pleasure.	$300 per m.

THE NATIONAL GALLERY OF CANADA

Eric Brown, Director

The past year has been the most important in the history of the National Gallery. Its activities throughout the country have been greater and more fruitful, while in Ottawa the reopening of the galleries, with extended premises and improved arrangements, has given Canada a convincing proof of the benefits of a National Gallery of Art and a promise of still greater good in the future, when the place of art in the community is sufficiently understood to be adequately supported by Parliament and the public at large.

It is with deep regret that the trustees record the death of the Honourable Arthur Boyer, which occurred on January 25, 1922.

Appointed one of the original members of the Advisory Arts Council in 1907, Mr. Boyer served first as a member of that body, and since the passing of the National Gallery Act in 1913, as a trustee of the National Gallery, and it is with a high appreciation of his worth that the trustees desire to record his unfailing devotion to the work of the board for the development of the National Gallery and the furtherance of the cause of art in Canada.

Work on the reconstruction of the National Gallery premises, commenced in 1920, was finally completed in September, 1921, and on the 12th of that month the institution again opened its doors to the public. During the six months that the National Gallery has been open, a total of over 75,000 visitors was recorded.

The following special exhibitions have been held:—

Exhibitions of Recent Accessions—December 20, 1921, to January 31, 1922.

Pictures and sketches by Tom Thomson—February 11 to March 31, 1922.

Engravings by William Blake—February 11 to March 31, 1922.

Modern Colour Prints—February 11 to March 31, 1922.

An important step in the progress of the National Gallery was the establishment of a Department of Prints. The scope in Canada for such a branch is very wide and the time for its development peculiarly opportune, owing to the fact that economic pressure abroad is forcing into the market many famous print collections. Profiting by this readjustment and the westward flow of art treasures, it is hoped to secure for Canada the nucleus of a creditable collection.

The work of caring for the works of art comprising the Canadian War Memorials collection is proceeding as rapidly as facilities will allow. The Graphic Section has been classified and prepared for standard mats. A number of the oil paintings have been framed, where necessary, cleaned and varnished. A few of the larger pictures have been hung in the Senate Chamber and a loan has been made to the Royal Military College, Kingston, of fifteen portraits of Canadian Corps Commanders.

The appropriation made for the National Gallery this year was $40,000, which was expended as follows:—

FINANCIAL STATEMENT

Appropriation	$40,000 00	
Accessions		$21,822 19
Salaries, wages and general maintenance		14,855 99
Customs sales tax		660 87
Catalogues, reproductions and photographs		2,639 27
Unexpended		21 68
	$40,000 00	$40,000 00

The loan exhibitions of the National Gallery were, by careful management, continued this year as usual in spite of the reopening of the galleries in Ottawa. The following cities received a loan during the year:—

Halifax, N.S.—Victoria School of Art and Design (14 pictures).
Montreal, P.Q.—Art Association of Montreal (82 prints).
Ottawa, Ontario—The Public Schools (142 Medici Prints).
Toronto, Ontario—The Art Gallery of Toronto (8 pictures).
Welland, Ontario—Rotary Club (17 pictures).
Tillsonburg, Ontario—The Public Library (6 pictures).
Hamilton, Ontario—Art Gallery of Hamilton (13 pictures).
London, Ontario—Western Fair's Association (10 pictures).
Sarnia, Ontario—The Public Library (17 pictures).
Collingwood, Ontario—The Public Library (10 pictures).
Port Arthur, Ontario—The Public Library (8 pictures).
Fort William, Ontario—The Public Library (13 pictures).
Winnipeg, Man.—Winnipeg Art Gallery (14 pictures) (21 pictures).
Regina, Sask.—Regina College (17 pictures).
Moose Jaw, Sask.—The Public Library (12 pictures).
Medicine Hat, Alta.—The Public Library (10 pictures).
Vancouver, B.C.—B.C. Art League (20 pictures).
Vancouver Exhibition Association (25 pictures).
New Westminster, B.C.—Provincial Exhibition (25 pictures).

The following is a list of the accessions made to the collection during the year:—

PURCHASES OF OIL PAINTINGS

Title.	Artist
Coast at Louisburg	William Brymner, R.C.A.
Study of a Head	Alberta Cleland
French Peasant Girl	Berthe Des Clayes
Laurentian Farm	Legh Kilpin
Old Courtyard	Mrs. J. S. MacLean
The Green Hat	Adam Scott
Decorative Panel	Adam Scott
Nonnie	Lilias Torrance Newton
Audrey Buller	R. S. Hewton
The Hilltop	Frank Carmichael
A Quebec Village	A. Y. Jackson, R.C.A.
Early Spring	A. Y. Jackson
In the Dunes	Adrian Stokes, R.A.
The Fire Ranger	F. H. Johnston, A.R.C.A.
Portrait of a Man	Tintoretto (Jacopo Robusti)
Entree du Port de Honfleur	J. B. Jonkind
March	Maurice Cullen, R.C.A.
Schooners Waiting for Cargo, Que.	W. H. Taylor
Village on the Gulf	A. H. Robinson, R.C.A.
In the Laurentians	H. Mabel May, A.R.C.A.
"Ice About," Twillingate, Nfld.	F. H. McGillivray
The Little Sisters	Lilias Torrance Newton

WATER COLOURS AND PASTELS

Ruins of Chateau Bigot (Water colour drawing)	D. E. Grant
Time (Water colour)	Charles W. Jefferys, A.R.C.A.
Danseuses à la Barre (Pastel)	H. G. E. Dégas

SCULPTURE

Nocturne	Mario Korbel

GIFTS

Eliza Macloghlin (Bronze) .. .. Alfred Gilbert, M.V.O.
Presented by Mrs. Eliza Macloghlin,
England.
Young Woman Reading (Oil) .. .. Georges D'Espagnats
Presented by Messrs. Durand-Ruel,
New York.
"Le Marché de Nice" (Oil) .. .. Lucien Seevagen
Presented by the Alliance Français,
Ottawa, Ont.

DIPLOMA WORKS

The Storm (Bronze Statuette) .. .. Walter S. Allward, R.C.A.
The Convoy (Oil) .. .. A. Y. Jackson, R.C.A.
Indian Summer, Montreal Harbour (Oil) .. Charles W. Simpson, R.C.A.
Autumn Fluff (decorative panel) (W.
Colour) .. .. Robert Holmes, R.C.A.
Lower St. Lawrence, March (Oil) .. .. .. Albert H. Robinson

PRINTS

The acquisitions for the year by purchase numbered 144 originals and 1,439 reproductions. Eighty-eight originals were presented.

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

For the Fiscal Year from April 1, 1921,
to March 31, 1922

Submitted in accordance with the provisions of the Revised Statutes of Canada, Chapter 35, Section 33

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B., G.C.M.G., M.V.O., Governor General and Commander in Chief of the Dominion of Canada.

May it Please Your Excellency:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1922.

W. C. KENNEDY,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1922

To the Hon. W. C. KENNEDY,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals. The several railway reports cover the calendar year ended December 31, 1921, while the report as to canals, the report of the Departmental Accountant, and the report of the Chief Commissioner of Highways are for the federal fiscal year which ended March 31, 1922.

The operated mileage of the Canadian National System, and the Grand Trunk Railway System (including the Central Vermont) at December 31, 1921, was as follows:—

CANADIAN NORTHERN SYSTEM—			
Steam lines	9,773·70		
Electric lines	126·20	9,899·90	
CANADIAN GOVERNMENT RAILWAYS—			
Intercolonial Railway (Includes Vale Railway, 5·95 miles; New Brunswick and Prince Edward Island Railway, 36·05 miles; International Railway, 105·74 miles.)	1,670.38		
Prince Edward Island Railway	275·99		
National Transcontinental Railway (Including Lake Superior Branch, Grand Trunk Pacific, 191·84 miles)	2,006·73		
Hudson Bay Railway (Constructed mileage, 238·17)	214.00		
Eastern Branch Lines—			
Moncton and Buctouche Railway	29·93		
Salisbury and Albert Railway	44·77		
Elgin and Havelock Railway	26·11		
St. Martins Railway	28·73		
York and Carleton Railway	5·46		
Quebec and Saguenay Railway	67·61		
Caraquet and Gulf Shore Railway	80·01		
Lotbinière and Megantic Railway	29·59		
Cape Breton Railway	30·64		
St. John and Quebec Ry. (leased)	172·07	4,682.02	
GRAND TRUNK PACIFIC RAILWAY		2,756.38	
CANADIAN NATIONAL LINES			17,338·30
GRAND TRUNK RAILWAY SYSTEM—			
Canadian lines	3,611·91		
Western lines	991·68		
New England lines	172·21	4,775.80	
Central Vermont Railway (Operated by Grand Trunk under separate management)		531·95	
Total Grand Trunk operation			5,307·75
Total operated mileage			22,646·05

The report of the Canadian National System includes the figures relating to the Canadian Northern and the former Government lines (the Intercolonial and the Transcontinental) which were combined for co-ordinated operation in the closing months of 1918, and the Grand Trunk Pacific, which has been operated as an integral part of the National System since October, 1920. For the first time, it is possible to present, in comparable detail, the result of the operation of the Grand Trunk and the Central Vermont, in which the Grand Trunk has a controlling interest. For purpose of reference, the combined result of the operation of these various railways has been set out in the following statements:—

OPERATING REVENUES

	1921	1920
Canadian Northern Railways	$69,088,474 16	$66,695,398 80
Canadian Government Railways	40,964,303 92	44,537,803 85
Grand Trunk Pacific Railway	16,638,677 64	14,408,549 66
Total Canadian National Railways	$126,691,455 72	$125,641,752 31
Grand Trunk System—		
Canadian lines	76,858,032 27	81,442,647 32
Western lines	22,193,256 82	22,106,707 15
New England lines	2,910,515 43	2,936,869 55
Central Vermont	7,135,753 06	6,737,710 50
Total Grand Trunk	109,097,557 58	113,223,934 52
Total Canadian National	126,691,455 72	125,641,752 31
Grand total operating revenues	235,789,013 30	238,865,686 83

OPERATING EXPENSES

	1921	1920
Canadian Northern Railway	$75,564,385 30	$82,953,978 60
Canadian Government Railways	46,551,602 67	54,987,680 28
Grand Trunk Pacific Railway	20,668,369 51	24,543,063 60
Total Canadian National Railways	$142,784,357 48	$162,484,722 48
Grand Trunk System—		
Canadian lines	71,179,292 80	76,213,815 16
Western lines	22,641,181 93	21,389,912 07
New England lines	3,592,005 72	3,712,544 75
Central Vermont	7,312,559 48	7,568,556 60
Total Grand Trunk	104,725,039 93	108,884,828 58
Total Canadian National	142,784,357 48	162,484,722 48
Grand total operating expenses	247,509,397 31	271,369,551 06

OPERATING NET OR DEFICIT

Canadian Northern Railway	$ 6,475,911 14	$16,258,579 80
Canadian Government Railways	5,587,298 75	10,449,876 43
Grand Trunk Pacific	4,029,691 87	10,134,513 94
Total operating deficits, Canadian National Railways	16,092,901 76	36,842,970 17
Grand Trunk System—		
Canadian lines (net rev.)	5,678,739 47	5,228,832 16 (net rev.)
Western lines (deficit)	447,925 11	716,795 08 "
New England lines "	681,490 29	775,675 20 (deficit)
Central Vermont "	176,806 42	830,846 10 "
Total net revenue, Grand Trunk (including C.V.)	4,372,517 65	4,339,105 94
Canadian National deficit	16,092,901 76	36,842,970 17
Grand Trunk net revenue	4,372,517 65	4,339,105 94
Total operating deficit	$11,720,384 11	$32,503,864 23

Income and expenditure other than operation added $602,350.17 to the operating deficit of 1921, making the total deficit before fixed charges $12,322,734.28, as compared with $26,812,422.28 for 1920.

Fixed Charges and Total Deficit

To this must be added the fixed charges, as follows:—

	1921	1920
Canadian Northern Railway—		
Interest due public	$17,595,707 51	$13,993,695 36
" " Government	13,224,208 27	10,326,260 69
	30,819,915 78	24,319,956 05
Grand Trunk Pacific—	1921	1920
Interest due public	3,977,447 36	4,270,244 38
" " Government	1,535,474 22	1,539,224 00
" on receiver's certificates	1,702,886 64	808,351 63
" due Grand Trunk Railway	2,742,191 60	2,256,467 90
	9,957,999 82	8,874,287 91
Total fixed charges, Canadian National lines	40,777,915 60	33,194,243 96
Grand Trunk Railway System—		
Interest payable to Dominion Government	2,107,420 66	771,450 67
Interest payable to others—		
Canadian lines	13,385,194 04	10,765,944 62
Western lines	2,077,098 70	1,935,583 49
Central Vermont	675,870 28	552,658 29
Total Grand Trunk fixed charges	19,245,583 68	14,025,637 07
Total Canadian National fixed charges	40,777,915 60	33,194,243 96
Grand total fixed charges	60,023,499 28	47,219,881 03
Add net deficit	12,322,734 28	26,812,422 28
	$72,346,233 56	$74,032,303 31
Add loss on St. John and Quebec Railway (leased)	316,044 60	346,015 49
Total deficit	$72,662,278 16	$74,378,318 80

The operating results of the Grand Trunk Western lines, New England lines, and the Central Vermont during 1920 are for ten months only from March 1, when the American roads were turned over to their owners for operation after the war-time period of Government control with standard return.

Freight and Passenger Traffic

FREIGHT TRAFFIC, REVENUE TONS

	1921	1920
Canadian National	21,182,466	25,089,376
Grand Trunk (all lines)	27,254,786	33,026,658
Central Vermont	3,428,344	4,870,160
Total	51,865,596	62,986,194

PASSENGERS CARRIED

Canadian National	11,856,620	13,572,245
Grand Trunk (all lines	13,526,108	14,378,416
Central Vermont	1,235,122	1,470,347
Total	26,617,850	29,421,008

FREIGHT EARNINGS

Canadian National	$93,785,017 60	$90,951,115 73
Grand Trunk, Canadian lines	54,510,164 08	58,102,053 78
" Western lines	17,731,671 85	17,008,463 74
" New England lines	2,031,605 21	2,118,673 83
Central Vermont	5,143,566 53	5,480,246 60
Total	172,202,025 27	173,660,553 68

PASSENGER EARNINGS

Canadian National	21,110,052 83	23,583,571 58
Grand Trunk, Canadian lines	15,510,164 08	16,948,180 21
" Western lines	3,207,277 53	3,345,957 00
" New England lines	517,710 49	487,144 57
Central Vermont	1,708,027 40	2,012,095 39
Total	$42,053,232 33	$46,376,948 75

Employees and Compensation

The total pay-roll of the Canadian National Railways, including betterments, was $88,755,060.20 in 1921. The operating pay-roll was $82,381,597.87. The total compensation paid on the Grand Trunk System was $62,598,783.75, of which $45,865,171.10 was paid in Canada, $14,643,684.22 on United States Western lines, and $2,089,748.43 on New England lines. In addition, $4,446,477.97 was paid in compensation to the employees of the Central Vermont.

The grand total operating pay-roll of the Canadian National lines, Grand Trunk and Central Vermont was $149,426,859.59; the grand total gross revenue, $235,789,013.30, and working expenses, $247,509,397.31. The relation of operating labour costs to gross revenue was 63·37 per cent and to working expenses 60·37 per cent.

Canadian Government Railways

AVERAGE NUMBER OF EMPLOYEES

	1921	1920
Canadian National—		
Canadian Government Railways	20,658	23,849
Canadian Northern Railway	32,384	33,654
Grand Trunk Pacific	7,281	7,821
Total, Canadian National	60,323	65,324
Grand Trunk System—		
Canadian lines	29,127	32,260
Western lines	8,987	10,791
New England lines	1,445	1,562
Central Vermont	2,572	3,053
Total, Grand Trunk lines	42,131	47,666
Total, Canadian National	60,323	65,324
Grand total	102,454	112,990

OPERATING RATIOS

Canadian Northern Railway	109·37	124·38
Canadian Government Railways	113·64	123·46
Grand Trunk Pacific Railway	124·21	170·34
Canadian National	112·70	129·32
Grand Trunk—		
Canadian lines	92·61	93·58
Western lines	102·02	97·17
New England lines	123·41	126·41
Central Vermont	102·48	112·33
Grand Trunk, all lines	95·99	*96·17

* American lines, ten months only, following relinquishment of United States Federal control, February 29, 1920.

CANADIAN GOVERNMENT RAILWAYS

Summary of Revenue and Expenses and Operating Ratios year ended December 31, 1921.

—	Revenue	Expenses	Deficit	Operating Ratio
	$ cts.	$ cts.	$ cts.	
Intercolonial Railway	24,605,887 19	28,353,435 33	3,747,548 14	115·20
Prince Edward Island Railway	888,394 77	1,514,808 99	626,414 22	170·51
Transcontinental Railway	14,585,286 04	15,697,234 75	1,111,948 71	107·62
Moncton and Buctouche Railway	53,165 91	98,043 60	44,877 69	184·41
Elgin and Havelock Railway	20,729 52	60,900 19	40,170 67	293·78
St. Martins Railway	23,288 76	66,677 23	43,388 47	286 31
York and Carleton Railway	7,957 07	24,429 02	16,471 95	307·01
Salisbury and Albert Railway	58,488 97	117,870 87	59,381 90	201·55
Lotbiniere and Megantic Railway	14,591 41	41,240 69	26,649 28	282·64
Caraquet and Gulf Shore Railway	99,170 02	262,111 41	162,941 39	264·30
Cape Breton Railway	24,853 93	50,092 07	25,238 14	201·55
Quebec and Saguenay Railway	129,557 95	163,362 18	33,804 23	126·28
Hudson Bay Railway	29,475 26	101,396 34	71,921 08	344·00

MOTIVE POWER AND ROLLING STOCK

LOCOMOTIVES

	December 31, 1921
Canadian National	1,973
Grand Trunk, all lises	1,404
Central Vermont	99
Total	3,476

PASSENGER SERVICE CARS

Canadian National	2,375
Grand Trunk, all lines	1,106
Central Vermont	104
Total	3,585

FREIGHT SERVICE CARS

Canadian National	80,969
Grand Trunk, all lines	38,875
Central Vermont	2,518
Total	122,362

WORK AND COMPANY SERVICE CARS

Canadian National	5,134
Grand Trunk, all lines	2,399
Central Vermont	7,719

INVESTMENTS

From the consolidated balance sheets of the Canadian Northern, Grand Trunk Pacific, Grand Trunk and Central Vermont, and from the statement of the accountant of the Department of Railways and Canals, which form part of the accompanying reports, the following statement of the aggregate investment in railways now under

government operation and control is compiled. It includes capital investment in road and equipment, acquired securities, sinking funds, improvements on leased properties, investments in affiliated and subsidiary companies, lands unsold, etc.

Canadian Northern System		$681,822,115 00
Canadian Government Railways—		
Intercolonial	$135,508,770 66	
Prince Edward Island Railway	12,836,775 49	
Transcontinental Railway	168,487,927 03	
Hudson Bay Railway	20,536,106 28	
Quebec bridge	14,831,742 99	
Branch lines	23,372,683 43	
Rolling stock	39,864,147 80	415,438,153 68
Grand Trunk Pacific		256,768,407 18
Grand Trunk Railway Company of Canada		512,687,282 20
Central Vermont		25,861,823 76
Total book value of investments		$1,892,577,781 82

Funded Debt and Interest Obligations

As against this, are the following liabilities carrying fixed charges:—

Canadian Northern—		
Long-term funded debt	$302,339,007 36	
Debenture stock	24,999,388 00	
Equipment trust obligations	36,656,000 00	
Dominion of Canada	286,279,459 69	$650,273,855 05
Grand Trunk Pacific—		
Receiver's certificates	34,400,305 12	
Long-term funded debt	157,699,714 86	
Dominion of Canada	62,809,237 34	
Grand Trunk Railway System (loans)	36,872,142 07	291,781,399 30
Grand Trunk Railway Company of Canada—		
Debenture stocks	155,373,808 34	
Guaranteed stock	60,833,333 33	
Funded debt unmatured	81,132,898 66	
Dominion Government loans and interest	76,965,322 10	
Non-negotiable debt to affiliated companies	1,780,682 58	
Debt to public	14,794,376 00	390,880,421 01
Central Vermont—		
Long-term debt to public		9,647,065 00
Total long-term or funded debt		$1,342,582,740 45

The debenture stock of the Canadian Northern included above does not call for interest until there is a net surplus available for dividends. The loans and advances by the Dominion Government are shown with accrued interest, as that is the way they appear in the respective balance sheets. Stripped of accrued interest, the Canadian Northern advances are $251,088,248.88, Grand Trunk Pacific, $50,591,237.10, plus $31,889,066.56 by Receiver's certificates. The Grand Trunk holds $12,664,205.52 of Central Vermont securities, not including capital stock to be referred to. The public holds the amount shown above.

It has not been customary to reckon interest charges on capital or other expenditure on the Intercolonial, Transcontinental or other lines comprising the original Government Railway group. On this account there has been a capital expenditure to December 31, 1921, of $415,438,153.

Capital Stock

The balance sheets of the acquired railways show, as liabilities, in addition to the funded debt, certain capital stock. These include:—

Canadian Northern—		
Common	$100,000,600 00	
Affiliated companies	2,897,200 00	$102,897,800 00
Grand Trunk Pacific—		
Capital stock issued		24,905,400 00
Grand Trunk Railway Company—		
Preference and common stocks		180,404,255 50
Central Vermont—		
Capital stock		3,000,000 00
Total		$311,207,455 50

The position of these stocks is as follows:—

The common stock of the Canadian Northern Railway, with the exception of a few shares outstanding, is in the hands of the Government. Seventy thousand shares were turned over in 1913 in consideration of a subsidy to Ontario lines; 330,000 shares in 1914 in consideration of a guarantee of interest on certain securities; and authority was granted under chapter 24, of 1917, for the acquisition by the Government, at a price to be fixed by arbitration, of the remaining 600,000 shares of the authorized capital stock. The par value of these was $60,000,000 and the value fixed by the award was $10,800,000. The share capital of the Grand Trunk Pacific is entirely held by the Grand Trunk. The Grand Trunk has been acquired by the Government, part consideration being a guarantee of interest on the debenture and guaranteed stocks, which are, therefore, included in the funded debt. The value, if any, of the preference and common stocks was referred to arbitration, and the majority award of the arbitrators declared these stocks to have had no value at the date of taking over.

The Grand Trunk also owns $2,191,100 of the three million dollars of capital stock authorized by the Central Vermont Railway.

Guarantees

Much of the long-term funded debt of the Canadian Northern and Grand Trunk Pacific is guaranteed by either the Federal or certain of the Provincial Governments. These securities appear in detail in the several reports appended, but for convenient reference are thus summarized:—

CANADIAN NORTHERN AND AFFILIATED COMPANIES

By the Dominion of Canada	$121,489,913 84
" Province of Ontario	7,859,997 59
" " Manitoba	24,041,865 51
" " Saskatchewan	8,029,999 99
" " Alberta	14,810,663 37
" " British Columbia	25,026,001 13
Total guarantees	$201,258,441 43
Unguaranteed securities	101,080,565 93
Long-term funded debt	$302,339,007 36

GRAND TRUNK PACIFIC AND SUBSIDIARIES

By the Dominion of Canada		76,480,848 00
By Grand Trunk Railway Company of Canada		
Absolutely	$27,702,000 00	
Conditionally	34,879,252 86*	62,581,252 86
By the Province of Saskatchewan		13,191,498 00
" " Alberta		3,583,764 00
Total guarantees		155,837,362 86
Unguaranteed securities		1,862,352 00
Long-term funded debt		157,699,714 86

* The guarantee by the Grand Trunk of $34,879,252.86 of Grand Trunk Pacific 4 per cent perpetual debenture stock is conditional on there being Grand Trunk net surplus earnings wherewith to pay the interest.

Grand Trunk Railway

Under the Grand Trunk acquisition agreement, the Dominion guarantees the the interest on the following Grand Trunk securities:—

Debenture stocks	$155,373,808 42
Guaranteed stock	60,833,333 37

Annual interest charges on the guaranteed stocks above referred to amount to $8,988,633.77.

Since the Government became responsible for the financing of the Company the following additional guarantees have been given:

1920 7 per cent gold debenture bonds	$24,743,000 00
1921 6 " "	25,000,000 00
Total guaranteed securities	$266,050,141 79
Total funded debt	371,042,194 75

Profit and Loss Account

The profit and loss accounts of the several railways indicate the accumulated deficits to date. As these deficits occur, it has been the practice to meet them out of moneys voted by Parliament for that and other railway purposes, taking, in the case of acquired roads, demand notes against the railways. Deficits as of December 31, 1921, carried to profit and loss account of the several railways were:—

Canadian Northern System	$85,167,760 29
Grand Trunk Pacific Railway	66,096,606 46
Grand Trunk Railway Company	17,475,495 98
Central Vermont	2,036,904 95
	$170,776,767 68

Deficits occurring on Canadian Government lines—Intercolonial, Transcontinental, etc.—have not been carried to a profit and loss account. However, the statement of the departmental accountant shows the total revenue of these roads, to December 31, 1921, to have been $432,257,863.70, and total working expenses, $479,551,975.64; so that the deficit from operation to December 31, 1921, was $47,434,571.75. The total accumulated deficit to date is therefore:—

Former privately-owned roads as shown above	$170,776,767 68
Canadian Government Railways	47,434,571 75
Total deficit	$218,211,339 43

President Hanna's Suggestions

The report of President Hanna, of the National Lines, takes the form of a three-year review of the operation of the system, and contains a great deal of instructive information, particularly with reference to the Canadian Northern. He points out that the total net advances to that railway have been distributed as follows:—

Refunding of loans, including principal of equipment securities	$32,306,952 49
New construction	29,804,673 62
Betterments	21,962,955 31
Railway equipment	42,339,483 81
Rails, accessories and other material	19,212,656 94
Capital contracts payable	1,973,820 00
Fixed charges and operating deficits	103,487,706 71
	$251,,088,248 88

President Hanna calls attention to the great handicap entailed on the National System in having to maintain and operate duplicate main lines designed originally as competing routes. This has made it a matter of great concern to the directors and management as to how far they can go to meet the general demand for train service. The problem, he points out, is not confined to main lines, but is common to all localities in every province. Under the circumstances, the management has endeavoured to provide satisfactory services and, in view of the operating results of the latter months of 1921, feel that the relationship between service and expenditure was fairly satisfactory. Although freight and passenger rates have since been reduced, it is considered that better price conditions now prevailing, and wage adjustments which reasonably may be expected, should, under normal traffic conditions, enable an even better showing to be made.

Mr. Hanna calls attention to the importance of a resumption of immigration, of which there has practically been none since the completion of the main line of the Canadian Northern, National Transcontinental and Grand Trunk Pacific—railways designed to take care of the inflow of settlement which ceased with the outbreak of war. There remain unsold 719,496 acres of company's lands. Mr. Hanna holds it important, from a traffic standpoint, that such lands tributary to the railway should be occupied, and it is suggested that the terms and conditions of sale should be modified and special inducements offered to *bona fide* settlers. The National Railways are ready and anxious to co-operate with the Government in any plan which may be formulated for the encouragement of proper immigration.

Statement of Departmental Accountant

The report of the departmental accountant is a cumulative statement of past and present departmental expenditure and revenues in connection with Government railways and canals. It is for the fiscal year ending March 31, and for that reason does not agree with the Canadian Government Railways report, which is for the calendar year. The disparity, however, is unimportant.

The grand total expenditure of the department to March 31, 1922, was $1,276,157,749.95, divided as follows:—

Railways (including Quebec bridge)	$1,051,887,556 36
Canals	194,617,719 61
General (i.e. common to both)	29,652,473 98

The expenditures on railways falls into the following divisions:—

Capital	$473,703,507 28	
Income	6,494,642 45	
Revenue	480,006,981 91	$960,205,131 54
Quebec bridge		15,290,953 63
Railway subsidies		76,391,471 09
Total expenditure on railways		$1,051,887,556 36

The expenditure to date on canals is classified as follows:—

Capital	$141,425,372 94	
Income (improvements and heavy repairs)	12,512,654 17	
Revenue, staff	22,751,779 70	
Revenue, ordinary repairs	17,926,912 80	$194,617,719 61

During the same period, the revenues of the department have been $451,734,854.18, derived as follows:—

Railways	$432,654,337 45
Canals	19,080,516 45

Of the railway revenue, $349,749,560.64 was from the Intercolonial railway, $65,991,894.96 from the Transcontinental and $13,137,028.01 from the Prince Edward Island Railway.

Capital expenditure on railways includes $62,789,776.09 paid out on account of Canadian Pacific Railway construction when that road was undertaken as a public work shortly after Confederation. It also includes $9,999,999.90 paid for capital stock of the Canadian Northern Railway.

Revenue received from the railways has been $432,654,337.45, and working expenses $480,006,981.91, so that the accumulated operating deficit has been $47,352,644.46. Of this amount, the Intercolonial accounts for $19,071,207.45, the Prince Edward Island Railway $6,960,186.17, and the Transcontinental Railway $15,156,770.94.

The expenditure on Hudson Bay Railway and Port Nelson terminals amounts to $20,536,106.28, of which $14,346,116.32 is chargeable to the railway and $6,189,989.96 to the terminals.

The acquisition of the Grand Trunk and associated railway systems has cost $1,268,718.38, mainly charges connected with the arbitration.

The lifting of rails for shipment overseas involved an expenditure of $5,435,611.60, less payment by the Imperial Munitions Board of $1,356,615.62 on rail account. The balance of this account is under audit at the present time, after which settlement by the Imperial Government will be in order.

To March 31, 1922, $3,934,009.17 had been paid under the Canada Highways Act to the various provinces toward the improvement of highways. The Act contemplates a total expenditure of $20,000,000 within five years from the first day of April, 1919.

The Canals

Canal expenditure on capital account during the year amounted to $4,482,638.65, of which $4,279,815.61 was connected with the Welland Ship canal, and $195,823.04 on the Trent. Total expenditure to date on the Welland Ship canal has been $29,620,549.43, and on the Trent $18,850,018.78. During the year, $836,810.46 was spent on income account, of which $478,126.50 was on the Trent and $151,412.55 on the present Welland. Staff expenditure, all canals, was $1,131,178.40 and repairs $1,166,118.50.

Revenue from the canals for the year was $804,518.58, compared with $366,010.69 the previous year. No tolls have been charged on the canals since 1903, and the revenue referred to is from hydraulic and other rents, wharfage and elevator charges. Total revenue to date from all canals aggregates $19,080,516.73.

The 1921 season of navigation on the through water route of 1,229 miles between Montreal and Port Arthur and Fort William covered eight months from April 18 to the middle of December. There were few interruptions to traffic, one only on the St. Lawrence canals, when a coal steamer carried away the upper gates of lock 15. Navigation was resumed in thirteen hours. The volume of traffic was heavier on the Welland canal than during any of the preceding seven years. The total freight tonnage carried was 3,076,966, an increase of about 35 per cent over the previous season. Unfortunately, the increased traffic was accompanied by several accidents which resulted in considerable damage and delay to navigation, though the canal staff maintained its excellent reputation for prompt repairs. The Government elevator at Port Colborne in 1921 received 48,368,303 bushels of grain, an increase of more than 25 per cent over the record established in 1914. The net earnings for the year were $106,072.41.

WELLAND SHIP CANAL

Strikes and other labour troubles have very considerably retarded construction work on the Welland Ship canal ever since work was resumed after the war period. Conditions, however, have materially improved since the cessation of the work on the Niagara power development late in 1921, and the consequent increase in the supply of labour. The following summary of the progress on the sections under contract is of interest:—

Section 1 (three miles):—Rock excavation, 88 per cent completed; earth excavation, 77 per cent; watertight embankments, 35½ per cent, and concrete work, 68 per cent.

Section 2 (four and a half miles):—Rock excavation, 54 per cent; earth excavation, 71 per cent; watertight embankment, 72 per cent; concrete work, 38 per cent.

Section 3 (two miles):—Rock excavation, 68 per cent; earth excavation, 60 per cent; concrete work 12½ per cent.

Section 4 (two miles):—Work on Section 4 is well advanced. It comprises excavation of canal prism, the construction of a new waterworks reservoir for the town of Thorold, and rebuilding a section of the Grand Trunk railway.

Section 5 (3½ miles):—The work involves rock and earth excavation, and considerable dredging and bridge substructures. Rock excavation is over 50 per cent completed and earth excavation about 90 per cent.

Traffic over the construction railway was heavier than in the previous year, the average number of trains per day being 129, while the total number of cars handled was 38,282.

TRENT CANAL

That portion of the Trent canal which lies between Trenton and Rice Lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation is 203·6 miles, or between Trenton and Washago at the head of lake Couchiching. In addition to this is maintained the Lindsay branch, 30 miles in length, and various other channels aggregating in all about 60 miles. The total extent of canal and canalized waterways maintained in operation is therefore slightly over 300 miles.

Considerable repair work and improvements were effected during the year, but very little new construction was undertaken. Storage and water flow conditions were at all times adequate. Freshet levels of the recent spring were unusually high, though the record levels of 1913 were not attained.

ENLARGEMENT OF ST. LAWRENCE CANALS

The question of the ultimate enlargement of the St. Lawrence Canal System has been before the department for some years, and our engineering staff has secured much data in relation to the proposal. During recent years, the work of completing tentative plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river. A large part of these plans and estimates has been incorporated in the joint report of Colonel W. P. Wooten, of the United States Corps of Engineers, representing the United States Government, and W. A. Bowden, Chief

Engineer of this department, representing Canada, which was filed with the International Joint Commission on June 24, 1921, and is now before the respective Governments. Since the joint report was filed further data on the hydraulics and ice action of the river have been obtained and an economic analysis of the whole project is now being prepared.

Report of the Commissioner of Highways

In his report, Mr. Campbell points out that the year 1921 was more favourable for the placing of road construction contracts than either of the preceding two years, owing to the greater availability and higher efficiency of labour offering. It was the first year when all the provinces, with the exception of Alberta, were fully operating with Federal assistance. With the falling off of railway construction, a number of ex-railway contractors of experience have turned to highway work, all expenditure for which, under the Act must be by contract, unless for good reasons and by the consent of both the province and the Dominion authorities.

It is estimated that the density and speed of highway travel in Canada have increased in recent years by approximately 400 per cent. This has necessitated improved main roads of sufficient width to permit of two processions of vehicles travelling in one direction, at varying rates of speed, and also room for at least one procession of traffic in the opposite direction.

Longer seasons of highway construction operations have been necessitated by the fact that the development of road traffic has so greatly exceeded the normal rates and degrees of construction and improvement. At present, frost and financial limitations preclude all-the-year-round work, but where provincial finances will permit, the work of grading, collection and preparation of materials and surfacing with metal is being carried on from seven to ten months of the year.

On a number of the main trunk highways recently improved, there have been established public carrier motor bus lines, particularly between urban centres, summer resorts and other places not being served by steam or electric railways, though the motor vehicle has not hesitated to compete, during good weather, with both electric and steam railways.

As highway traffic and rate of travel increase, the question of accident prevention assumes increased importance, and road surveys now include proper provision for the public safety, such as the widening of travelled surfaces, the enlargement of curves at turns, the improvement of lines of sight by straightening locations, cutting down brush and shrubbery at crossings, etc., the elimination of dangerous level highway-railway crossings, and the placing of standard signs of direction and danger on all improved roads.

Since operations under the Canada Highways Act commenced in 1919, to the close of the fiscal year ending March 31, 1922, 147 projects have been submitted by eight of the nine provinces. In connection with these projects, 178 agreements have been entered into covering 4,820 miles of highway. Of this mileage, 1,260 had been completed at the end of the fiscal year. The subsidizable cost of the agreed projects is placed at $27,542,455; the estimated Dominion aid of 40 per cent, $11,016,982; the total Federal payments to the close of the fiscal year, $3,934,009.

Progress has been made by the Highways Branch in the collection of full information as to provincial highways and vehicular legislation, regulations, organization, machinery and methods in relation to highway transport. Particular attention is being given to provincial and municipal systems of maintenance of public highways, and a bulletin on "Highway Maintenance Methods and Costs," is in course of preparation. The field for standardization, experimentation and research in subjects connected with highway transport within the Dominion is so wide that co-ordination

alone involves considerable study. Steps are being taken to insure that such information collected by the Highways Branch shall be brought to the direct attention of provincial departments, district engineers, provincial road superintendents, supervisors and men in charge of maintenance work throughout the different provinces, numbering approximately 3,000.

Reorganization

During the year under review, the Grand Trunk arbitration, which had lapsed on April 9, 1921, was revived on June 1, as a result of an agreement reached with the Grand Trunk shareholders on May 13. The agreement provided for the resignation of the English Board, the establishment of the head office of the company in Canada, and the appointment of a Canadian Board of Directors. It provided also for the appointment of a shareholders' committee to act for the shareholders in connection with the arbitration.

The Grand Trunk English directors resigned on May 26, and the following Canadian board was thereupon established:—

Sir Joseph Flavelle, Bart., Toronto.
Howard G. Kelley, Montreal.
A. J. Mitchell, Toronto.
E. L. Newcombe, K.C., Ottawa, and
J. N. Dupuis, Montreal.

The presentation of the case for the Government commenced on June 7, and the hearings were finally concluded on July 8. The arbitrators made their award at Ottawa on September 7, and notice of appeal by the Grand Trunk to the Privy Council on a point of law was served on the Government on October 1. The case was heard on July 10, 11 and 13 of the present year, and decision pronounced on July 28, dismissing the appeal.

Pending the unification and reorganization of the National Railways, the operation of the Grand Trunk was continued under its own management, but with such co-ordination of traffic and properties as had been effected by the Committee of Management representative of both railways.

On August 14, 1922, the resignation of Howard G. Kelley, Director and President of the Grand Trunk Railway Company of Canada, was accepted by Order in Council, P.C. 1701. The same Order in Council appointed Major Graham A. Bell, C.M.G., Deputy Minister of Railways and Canals, to succeed Mr. Kelley on the directorate, and on August 17, W. B. Robb was, by the Board of Directors, appointed ranking Vice-President and General Manager of Grand Trunk lines, taking over the duties vacated by Mr. Kelley.

On October 4, Orders in Council, P.C. 2094 and 2095 were approved accepting the resignations of the Grand Trunk Board and appointing the following to succeed them, and also to act as directors of the Canadian National Railway Company:—

Major General Sir Henry Worth Thornton, K.B.E., London, England,
John H. Sinclair, K.C., New Glasgow, N.S.
Richard P. Gough, Toronto,
James Stewart, Winnipeg,
Ernest R. Decary, Montreal,
Frederick G. Dawson, Prince Rupert, B.C.
Tom Moore, Ottawa,
Graham A. Bell, C.M.G., Ottawa,
Gerard G. Ruel, Toronto.

On October 10, the new board met in Toronto where the resignations of the directors of the Canadian Northern Railway Company, who had been acting as directors of the Canadian National Railways, were severally accepted and the above-mentioned elected to replace them, Sir Henry Thornton succeeding Mr. D. B. Hanna as president. The other retiring members of the Canadian Northern Board were: A. J. Mitchell, Toronto; Major Graham A. Bell, C.M.G., Ottawa; Robert Hobson, Hamilton; E. R. Wood, Toronto; R. T. Riley, Winnipeg; Sir Hormidas Laporte, Montreal, and A. P. Barnhill, St. John.

S. J. Hungerford was appointed Vice-president and General Manager of Canadian Northern lines.

The new board will also be entrusted with the direction and control of the Canadian Government Merchant Marine.

Your obedient servant,

G. A. BELL,
Deputy Minister of Railways and Canals.

October 11, 1922.

CANADIAN NATIONAL RAILWAYS

ANNUAL REPORT FOR YEAR ENDED DECEMBER 31, 1921

This report of the operations of the Canadian National Railways for the calendar year 1921 has been prepared by order of the Board of Directors with the object of presenting in convenient form the combined operating results of the three groups of lines which have been placed by the Dominion Government in the hands of the board for administration.

While this is the first report of the system as a whole, it covers what may be regarded as the third year in the life of the National System. Reports have been submitted on behalf of this board covering the operations of the Canadian Northern Railway System since its acquisition by the Dominion Government, and the usual reports have been compiled under the board's direction for the Canadian Government Railways since the operation of these lines was placed in the hands of this board. These reports together with the returns of the Grand Trunk Pacific Railway since the date that the latter railway was placed in the hands of the Minister of Railways and Canals as receiver have formed part of the minister's annual statement as to the operation of Government railways, and have been included in the Dominion Government's annual blue book of railway statistics. In view of the unified operation of the three groups of railways it is considered proper that the results of the system as a whole should be reviewed. In order that the record for the first two years may be available in this form the statistical comparison covers the three-year period 1919-21 and the conditions affecting the first two years' operations are also referred to briefly.

The Canadian Northern Railway purchase was as from September 30, 1917, and although the Government had representatives on the Board of Directors through the previous acquisition of a certain amount of capital stock, actual control of the company was not taken by the Government until the completion of the arbitration proceedings in September, 1918, when the new Board of Directors was appointed.

On November 20, 1918, the jurisdiction of the board was extended over the Canadian Government Railways.

From September 1, 1920, the management of the Grand Trunk Pacific Railway, of which company the Minister of Railways had in March, 1919, been appointed receiver, was placed in the hands of the board, under Order in Council of July 12, 1920. Under this arrangement the board acts as manager for the receiver.

MILEAGE

The operated mileage as at December 31, 1921, was made up as follows:—

Canadian Northern Railway System		9,773.70	miles
Canadian Government Railways—			
Intercolonial Railway and Branch Lines	4,509.95		
National Transcontinental Railway			
St. John and Quebec Railway	172.07		
		4,682.02	"
Grand Trunk Pacific Railway		2,756.38	"
Total Railway—Steam operated		17,212.10	"
Canadian Northern Railway System electric lines		126.20	"
Total mileage operated		17,338.30	"

OPERATING RESULTS

The results of operation for the year were as follows:—

	1921
Gross earnings	$126,691,455.72
Operating expenses	142,784,357.48
Loss in operation	$ 16,092,901.76

The figures for the previous year were:

	1920
Gross earnings	$125,614,752.31
Operating expenses	162,484,722.48
Loss in operation	$ 36,842,970.17

It will be seen from the above that the loss in operation in 1921 compared with 1920 was cut down by $20,750.068.41.

GROSS EARNINGS

The increase in gross earnings in 1921 over 1920 of $1,049,703.41 is remarkable for the reason that in reporting an increase in gross the National Railway System stands alone as the only railway on the continent of anything like transcontinental character that had greater revenue in 1921 than in the preceding year. While all lines had the benefit of increases in freight and passenger rates, yet in nearly every instance additional earnings from this source were more than offset by the drop in the volume of traffic handled.

The directors consider that the improvement in the relative position of the National Railway System as a carrier of Canadian business, which the above and other figures indicate, is largely due to the improved condition of the railway's property as a whole, and to the better services which this condition has permitted, as well as better acceptance by the public generally of the definite place which the National System has secured in the economic life of the country.

Passenger traffic receipts decreased by 10½ per cent, and freight revenue increased by 3·12 per cent.

REDUCED EXPENSES AND IMPROVED NET SITUATION

With the decline in car loadings which occurred after the middle of April, 1921, and as the business depression showed signs of continuing for some time, the management took action to reduce operating expenses as far as this could be done without impairing the physical condition of the railways' lines, structures and equipment. A policy of rigid economy was continued throughout the year with the result that operating expenses were reduced as compared with 1920 by $19,700,365, being a reduction of 12·1 per cent. This reduction in expenses together with the increase in gross earnings already referred to of $1,049,703.41 makes up the improvement in the net situation of $20,750,068.41 as compared with the previous year.

A wage adjustment became effective from July 16, 1921, and was therefore in effect for five and a half months of the year; it was spoken of as a 12½ per cent reduction but has worked out at about 10½ per cent.

EARNINGS AND EXPENSES

A distribution of the earnings and expenses for the three years is as follows:—

Gross Earnings—	1921	1920	1919
Canadian Northern Railway	$ 69,088,474.16	$66,695,398.80	$53,562,177.57
Canadian Government Railways	40,964,303.92	44,537,803.85	40,179,380.93
Grand Trunk Pacific Railway	16,638,677.64	14,408,549.66	11,294,617.87
Total	126,691,455.72	125,641,752 31	105,036,176.37

Operating Expenses—	1921	1920	1919
Canadian Northern Railway.. .. ..$	75,564,385.30	$82,953,978.60	$60,034,023.92
Canadian Government Railway	46,551,602.67	54,987,680.28	47,728,205.73
Grand Trunk Pacific Railway..	20,668,369.51	24,543,063.60	17,587,567.37
Total	142,784,357.48	162,484,722.48	125,349,797.02
Operating Deficit—			
Canadian Northern Railway	$6,475,911.14	$16,258,579.80	$6,471,846.35
Canadian Government Railways	5,587,298.75	10,449,876.43	7,548,824.80
Grand Trunk Pacific Railway..	4,029,691.87	10,134,513.94	6,292,949.50
Total..	16,092,901.76	36,842,970.17	20,313,620.65

GENERAL CONDITIONS SINCE THE BOARD'S APPOINTMENT

In order that the variation in the above figures may be understood it is necessary to give a brief outline of the conditions affecting railway operation in each of these years. It may first be stated that when the board was appointed in September, 1918, the resources of the country were being severely taxed to maintain the nation's participation in the great war. A survey of the wartime requirements of the railway system was not completed before the armistice brought on all the problems of reconstruction. The McAdoo award, which Canadian railways under arrangement with Dominion Government had adopted generally from August 1, 1918 (although earlier in the case of some branches of the service) was just beginning to show a serious effect on operating results. It was known before the close of that year that the freight rate increases that were granted with the object of offsetting these McAdoo wage increases and other rises in operating expenses were absolutely inadequate for the purpose. When the United States Government decided to treat the railways' losses under Federal control as war expenditure it was official recognition in that country of the disproportion between expenses and earnings. As freight rate adjustments had generally, at least in recent years, been made in the two countries practically simultaneously, many through and international rates being interlocked and dependent on joint action, and as there had existed for years a general level between freight rates and passenger fares on both sides of the international boundary, to have attempted to disturb all this by raising rates and fares in Canada without an adjustment in United States would have been a step which might have had very serious consequences. At all events no further increase was granted to offset the exceptional increases in operating expenses until the United States railways were handed back to their owners. In the meantime, Canadian railways had to operate under conditions which it was beyond the power of the managements to control, revenue and expenses both being fixed, and the two factors bearing an admittedly improper relationship. In United States the railways as corporations were not affected by the losses which necessarily resulted from the disproportion between expenditures and receipts because the Government guaranteed to them a return based on their pre-war performance. The operating losses of the United States railways assumed by the United States Government for the period of Federal control amounted to $1,443,810,000, and in addition to this sum the United States Government advanced for betterments the sum of $1,144,000,000 to roads they do not own.

1919

This was a year of transition, the first after war year, during which it was necessary to spend a larger sum than usual on maintenance. The expenses were naturally higher due to the McAdoo award and many of its supplements being effective throughout the year. Material and supply costs were also high.

The directors having definitely adopted the policy of building up of the various lines owned by the Government a National Railway System in all respects equal to the Canadian Pacific Railway in its ability to give good and adequate railway service, it followed, as the lines were brought up to proper standard and as suitable equipment

could be provided, that improved train services were established with a view to securing for the National System a greater participation in the movement of competitive traffic. During this year a number of wage increases were granted, and yet no relief was afforded the railways in the way of freight or passenger rate increases.

1920

In this year the operating difficulties of the railways became still more acute. The railways entered the year carrying the accumulated burden of the McAdoo award and all its oppressive supplements. The cost of materials continued to rise. In July the United States Railroad Labour Board announced a general wage increase which the Canadian railways were in September forced to adopt, and that involved the payment of five months' back time, which for the Canadian Northern and Canadian Government Railways amounted to approximately $6,000,000, making a yearly increase in the pay-roll of $12,773,200, and which increase of about 23½ per cent put the average wage of employees up to a point 135 per cent higher than the 1914 level.

When the after war boom was at its height the car shortage in United States resulted in a large number of Canadian railways' cars being held across the line, causing a loss of traffic to Canadian railways in which respect the Canadian National Railways were affected with other lines. The cost of living was high; the supply of labour was not equal to the demand, and labour was intractable and therefore inefficient. Material was difficult to obtain at any price. Such conditions naturally made very costly the work with which the management had to proceed in taking up deferred maintenance. The expenditures for improvements and betterments were also made higher. This year saw the peak costs for both labour and material.

The United States railways were turned back to their owners on March 1, 1920, but the Government continued their guarantee till September 1 of that year. Rate adjustments designed to give the railroads a return on their property investment of from 5½ to 6 per cent were made effective in United States from August 26, 1920. These freight rate and passenger fare adjustments were substantially followed in Canada from September 13, 1920. Shortly afterward the post-war boom burst, and in the face of falling traffic the rate adjustments proved entirely inadequate to meet the expenses they were designed to more than offset. The rate adjustments made no adequate provision for taking care of the large item of back time wages involved in the adoption of the so-called Chicago Award. Under all these circumstances it is not surprising that Canadian railways generally show a high operating ratio for the year. The railways in United States earned in 1920 but thirty-two one-hundredths of 1 per cent on their property investment. It is worthy of note that old established systems such as the Pennsylvania Railroad experienced enormous deficits.

1921

The business depression which began to make itself felt early in 1921 seriously affected the operations of the National System in common with all other railways until August. In that month an upward tendency commenced that continued through to the end of the year due to the usual seasonal crop movement which was substantially heavier than that of the previous year.

Labour forces, as already referred to, were reduced as traffic fell away and a reduction in wages was effected from July 16. Labour was also more efficient. There were reductions in costs of materials and supplies. The many improvements made to the railways' property commenced to be favourably reflected in the operating statement, particularly when the seasonal movement of grain was under way. While maintenance forces were reduced, this was possible without impairment to the property because most of the deferred maintenance had been taken up in 1919 and 1920. The maintenance forces employed in 1921 were able to fully maintain the physical condition of the property and in fact at the end of the three year period the system is in better condition than ever before.

FINANCE

During the year ending December 31, 1921, advances were made by the Dominion Government to the Railways in the National System, as follows:—

Canadian Government Railways		$ 5,792,896 48
Canadian Northern Railway	$64,649,245 24	
Less repaid from proceeds of securities	27,927,119 40	36,722,125 84
Grand Trunk Pacific Railway		9,270,500 33
Total		$51,785,522 65

The advances for the year were applied on construction and betterments, equipment, repayment of loans (including equipment trust obligations) operating deficit and fixed charges.

The total advances to Canadian Northern Railway Company and Grand Trunk Pacific Railway Company to December 31, 1921, are as follows:—

	Total Advances to Dec. 31, 1920	Total Advances During Year 1921	Total Advances Dec. 31, 1921
Canadian Northern Railway Company	$214,366,123 04	$36,722,125 84	$251,088,248 88
Grand Trunk Pacific Railway Company	73,209,803 33	9,270,500 33	82,480,303 66

Attention is directed to the fact that the advances made were largely for the purpose of capital betterments, improvements to property, new equipment and refunding of loans, as well as providing for deficits and fixed charges. The total net advances to Canadian Northern Railway have been distributed as follows:—

Refunding of loans, including principal of equipment securities	$ 32,306,952 49
New construction	29,804,673 62
Betterments	21,962,955 31
Railway Equipment	42,339,483 81
Rails, accessories and other material	19,212,656 94
Capital contracts payable	1,973,820 00
Fixed charges and operating deficits	103,487,706 71
	$251,088,248 88

The equipment included under advances to Canadian Northern Railway covered equipment for the National System.

The above figures represent cash advances only and do not include accrued interest. For accrued interest it would be necessary to add $35,191,210.81 on advances to Canadian Northern Railway and $14,729,238.80 on advances to Grand Trunk Pacific Railway.

It is submitted, inasmuch as large sections of the system's lines serve the newer parts of the country and thus assist in their development, and furthermore, as a considerable portion of the advances made by the Government have been for maintaining the property and carrying it over what might be called the pioneer stage, that it would be in order for the Government to refrain from charging the railways with interest on such advances for a certain definite period. It is further submitted that the fixed charges be limited to interest payable to the public.

During the year an issue of $25,000,000 Canadian Northern Railway 6½ per cent twenty-five year sinking fund bonds guaranteed by the Dominion of Canada was sold in New York, the proceeds being paid to the Receiver General in repayment of advances by the Dominion Government. There were also retired during the year $2,000,000 five per cent Duluth, Rainy Lake and Winnipeg Railway bonds guaranteed by the Canadian Northern Railway Company and £3,650,000 Canadian Northern Railway 5 per cent guaranteed notes. These were provided for out of an issue of Canadian Northern Railway 7 per cent twenty-year bonds, sold in the New York market in December, 1920. As advantage was taken of the low price of sterling a very large saving in exchange was made in connection with the refunding of these sterling loans.

BETTERMENTS

It is not possible in a report of this size to deal in detail with the improvements made to the physical properties of the National System in the last three years. The programme of improvements has included work of all kinds. Heavier rail has been provided for trunk lines; ballasting on an extensive scale has been undertaken on lines not previously up to standard; terminals have been enlarged; yards have been improved and extended, sidings have been lengthened; sections of double track have been provided. New buildings of all kinds have been erected to meet traffic requirements and to provide accommodation for employees. Extensive improvements have been undertaken to provide an adequate supply of water for locomotives. Shops have been equipped and much labour-saving machinery has been installed. Many temporary structures have been replaced with permanent work. Some line revisions have been undertaken to obtain better gradients and improved river crossings, etc. Telegraph communication has been improved and some additional telephone train dispatching circuits have been installed. It may be said in general that the work undertaken as the above will indicate has affected all branches of operation, and all parts of the system.

In carrying out the improvement programme, proposed expenditures are submitted to an investment examination to see whether the work under consideration will return not only interest on the money to be expended in the way of reduced operating or maintenance expenses, but that it will also show a sufficient return to be a source of profit. This policy with respect to improvements was faithfully followed for the three years, and in the autumn of 1921 the accumulative effect of the many improvements began to show quite favourably in the operating results. As traffic increases and reaches a volume more nearly equal to that which the main lines were designed to handle, greater benefit will come from the improvements made in carrying out the betterment programme.

ROLLING STOCK AND MOTIVE POWER

During 1919 and 1920 extensive additions were made to the system's equipment. The board found on taking office that the rolling stock and motive power were insufficient to meet traffic requirements and that due to war conditions repairs to equipment were in arrears. The improved services which it was found proper to operate required new rolling stock. The new equipment purchased and received in the last three years and the total number of units of each class now available for service are shown in the following table:—

MOTIVE POWER AND ROLLING STOCK ADDITIONS AND INVENTORY

Class	New Equipment received 1919-21	In Service Dec. 31, 1921
Motive Power—		
Locomotives	163	1,973
Passenger Equipment—		
First-class cars	20	477
Second-class cars	—	230
Combination cars	—	195
Colonist cars	150	342
Dining cars	21	73
Parlour cars	—	67
Sleeping cars	50	222
Postal cars	20	55
Baggage and express cars	100	565
Business and pay cars	2	66
Other cars in passenger service	12	83
Total	375	2,375

Freight Equipment—

Class	New Equipment Received 1919-21	In Service Dec. 31, 1921
Box cars	3,750	55,833
Flat cars	500	9,586
Stock cars	1,150	3,825
Coal cars	2,300	8,259
Tank cars	—	71
Refrigerator cars	750	1,800
Other cars in freight service	—	1,595
Total	8,450	80,969
Work Equipment—		
Gravel cars	84	479
Derrick cars	—	187
Caboose cars	155	1,049
Other road cars	—	3,419
Total	239	5,134
TOTAL CARS	9,064	88,478

CONSTRUCTION

Prior to the war a number of branch lines were under construction in Western Canada. During the war work on these lines was discontinued due to the limitation on spending capital moneys, and on account of the scarcity of labour and material. After the armistice urgent requests for railway facilities were renewed by settlers along the uncompleted lines and it was considered that the situation warranted the adoption of a programme providing for the completion of certain partly constructed lines and for some extensions of branch lines which would serve new districts where settlement had preceded the railways and where the settlers were suffering most through lack of service.

The present position with reference to lines under construction is, that there still remain 584 miles of grade without track.

BRANCH LINES ACQUIRED

During the three-year period the management at the request of the Dominion Government has taken over as addition to the Government's Railway System a number of small lines, and of these the following particulars are given as a matter of record:—

Name of Railway	General Location	Mileage	Capital Expenditures to 31st March, 1921
Quebec and Saguenay Railway	Quebec	67.61	* $7,708,325 24
Lotbiniere and Megantic Railway	Quebec	29.59	346,715 00
Caraquet and Gulf Shore Railway	New Brunswick	80.01	229,600 00
Cape Breton Railway	Nova Scotia	30.64	103,753 42

*From Government Blue Book.

In addition to these lines the Hudson Bay Railway was by Order in Council turned over to the board for operation.

CO-ORDINATION

The first step that may be placed under this head was the reorganization, which took place as a result of the combination for operating purposes of the Canadian Government Railways and Canadian Northern Railway System in the closing months of 1918. These two groups were each constructed with an entirely different object in view, and in some particulars with the idea of competition rather than co-operation. The situation from an administrative point of view required a rearrangement of jurisidictional territories and a general reorganization of all departments with a view to providing a management adequate for the requirements of such a large system as was constituted by the combination of these two groups of railways.

Recognized principles of railway organization were followed and the consolidation of official personnel was satisfactorily arranged.

The second step came in September, 1920, when, following governmental authorization of July 12 of the same year which appointed the Board of Directors managers of the Grand Trunk Pacific Railway acting on behalf of the receiver, an amalgamation of staff took place and the various Grand Trunk Pacific lines were incorporated into territorial units of the Canadian National Railways.

This co-ordination affected only Western Lines, yet on account of the fact that the lines being amalgamated served much common territory the consolidation for operating purposes involved a general rearrangement of train service to secure the shortest and most suitable routes. Arrangements were also made for the joint use of terminals and other facilities. A number of duplicate offices were abolished, and certain stations, freight sheds and roundhouses have been closed. A number of rail connections were required and have been put in; others have yet to be constructed. The carrying out of this co-ordination programme has of course resulted in substantial savings in operating expenses. The changes made have also enabled passenger train services to be improved, permit of short routing of freight, and in general have resulted in giving the National System a greater capacity to handle business and give good service to the public. When the full programme is completed further advantages of this kind will be secured.

In the case of both the staff amalgamations special effort was made to give fair representation to the officers of the groups of lines being brought together, and the best proof that this object was attained is found in the general good feeling which prevails in all departments and the loyal co-operation which one department receives from another. Our vice-presidents are unanimous in reporting that a proper spirit of rivalry exists as to the competition with the large privately owned system, that as much enthusiasm exists among the officers and employees as on any privately owned railway, and that there is no evidence of slackness in the service rendered to the public, but on the other hand, a determination to secure results by close attention to the wants of patrons.

GRAND TRUNK RAILWAY CO-OPERATION

On March 8, 1920, an agreement was reached between the Dominion Government and the Grand Trunk Railway in respect to the acquisition of that company's lines, and subsequently through a joint committee a certain measure of co-ordination has been arranged between the Grand Trunk System and the Canadian National Railways with a view to securing improvement in service and reduction in cost of operation. Duplicate offices and services have to a large extent been eliminated. This has necessitated certain track connections and other facilities. The co-ordination has been generally helpful from both traffic and operating points of view and through it the position of the nationally owned lines including the Grand Trunk Railway, has been materially strengthened.

RATES AND FARES

Through a decision in the so-called Western Rates Case announced April 6, 1914, and effective September 1, 1914, Canadian railways may be said to have entered the war period with a reduced scale of freight rates. This cannot, however, be regarded as a war time adjustment, as it was an adjustment based on peace conditions. This adjustment established a rate structure which continued until 1917 and may be regarded as the pre-war level. Rating this level as 100 per cent the freight levels which have existed since may be compared with this base as follows:—

FREIGHT RATES APPLICABLE TO CANADIAN NATIONAL RAILWAYS

	Index	Decision, etc.
2. March 15, 1918	115.00	15% case.
3. August 12, 1918	129.96	25% case designed to offset McAdoo Award practically absorbing 15% increase.
4. September 13, 1920	174.01	Increase of 40% east and 35% west with exceptions.
5. January 1, 1921	168.28	Reducing increases in item 4 to 35% east and 30% west.
6. December 1, 1921,	156.08	Reducing increases in item 4 to 25% east and 20% west.

PASSENGER FARES APPLICABLE TO CANADIAN NATIONAL RAILWAYS

Passenger fares have been subject to certain adjustments as shown below. In this case the pre-war level is also shown as 100 per cent and the effect of the adjustments in percentages of the pre-war level is shown for information.

	Index	Decisions, etc.
Pre-war level 1914-17	100%	
Mar. 15, 1918	115	Increase 15%.
Sept. 13, 1920	133.4	Increase 20% with 4c. maximum.
Jan. 1, 1921	126.5	One-half of 20% increase of 13th September, 1920, removed.
July 1, 1921	115.0	Balance of increase of 13th September, 1920, removed.

From the above it may be noted that the highest level attained by freight rates was 74 per cent above the pre-war level, and the highest level of passenger fares 33·4 per cent. During 1920 wholesale prices—as an index of the cost of material and supplies used by the railways—were up as high as 164 per cent above 1914 level, and wages of railway employees were by the 1920 scale placed 135 per cent above the 1914 scale. No better evidence can be produced of the disparity between rates and operating costs with which the railways have recently had to contend.

WAGES

References have been made to the labour situation since the Canadian National Railways were established, and it is perhaps desirable to show the general relationship which wages have borne to gross revenue.

CANADIAN NATIONAL RAILWAYS

Year	Gross Revenue	Operating Labour	Per Cent of Operating Labour to Gross Revenue
1919	$105,036,176 37	$78,676,923 50	74.90
1920	125,641,752 31	98,767,720 16	78.61
1921	126,691,455 72	82,381,597 87	65.03

TRAIN SERVICE

Undoubtedly one of the greater handicaps placed on the National System is the necessity of operating—and consequently maintaining—duplicate main lines which generally may be said to have been designed as competing routes. In all there are 8,000 miles of main line in the National Railways not including what are recognized as trunk lines. This main line mileage is 47 per cent of the total, whereas the single main line of the privately owned competitor of the National System forms but 27 per cent of the total mileage. This situation, with the low traffic density existing on the National System and the general demand made by all communities for service has made it a matter of great concern to the directors and management as to just

how far they should go to meet these conditions in the way of train service. The problem is not confined to main lines, but is one that comes up in connection with every locality served in every province. Under the circumstances existing, it is considered that the results of operation in the latter months of 1921, when the business then being handled more than carried the service, indicated that the relationship between service and expenditure was not much out of line. Although freight and passenger rates have since been reduced it is considered that the better price conditions now prevailing and wage adjustments which reasonably may be expected, when made, will under normal traffic conditions enable an even better showing to be made provided that the railways' revenues are not depleted by further rate reductions.

It will be noted from the train mile statistics that the average train service performed in 1921 was less than in either of the two preceding years. For all trains the average was just over two and three-quarter trains each way per day for each mile of line operated.

FREIGHT TRAIN LOADING AND DENSITY OF TRAFFIC

Notwithstanding the drop in density of traffic the freight train loading was improved. The following figures show a steady improvement with respect to this important feature of operation:—

	1919	1920	1921
Freight density—			
Freight train loading—			
Average number of tons of revenue freight per train mile	359	377	409
Ton miles per mile of line	478,523	632,959	530,839

When the relatively light traffic movement is considered, the average freight train load of the National System may be considered satisfactory. In fact there is no comparable case on record where a train load as heavy as shown above has been obtained with such relatively light traffic movement. The freight train service on the National System in 1921 averaged one and a half freight trains each way per day for every mile of operated line, so that it is difficult to see how heavier train loading could be obtained under present traffic conditions as the situation could hardly be met with less frequent service.

TELEGRAPHS

The Canadian National Telegraph system embraces 23,169 miles of pole line and 109,672 miles of wire, and is the medium through which all the National Railways' telegraph lines are constructed and maintained. A commercial telegraph business is operated over practically all the National Lines including the Grand Trunk Railway System in Canada, also over the Michigan Central Railway (Canadian Division) the Great Northern Railway (in Manitoba), the Central Vermont Railway (in Canada) and other smaller railways, as well as over certain mileage of lines on highways.

The Canadian National Telegraph System embraces the lines of the Great North Western Telegraph Company, the Canadian Northern Telegraph Company and Grand Trunk Pacific Telegraph Company. The Canadian National Telegraph System has exclusive connections with the Western Union Telegraph Company.

EXPRESS

On September 1, 1921, the Canadian National Express Company (owned by the Canadian Northern Railway Company) and the Canadian Express Company (owned by the Grand Trunk Railway Company) were co-ordinated and one organization was formed from the staffs of the two companies, which now provides the express service over the Canadian National Railways and also over the lines of the Grand Trunk Railway System, operating as the Canadian National Express Company. The net

earnings of the company after allowing to the railways their contract divisions for train and other privileges, are divided between the Canadian National Railways and the Grand Trunk Railway on an agreed basis. The results for the four months ending December 31, indicate the favorable effect of co-ordination, the figures being as follows:—

	1921	1920	*Decrease or* Increase
Express Company's results—			
Gross earnings	$4,380,794 31	$4,475,061 51	*$94,267 20*
Less Express Privileges	1,924,247 49	1,980,830 69	*56,583 20*
Operating revenue	$2,456,546 82	$2,494,230 82	*$37,684 00*
Operating expenses	2,199,732 10	2,424,258 06	*224,525 96*
Net operating revenue	$ 256,814 72	$ 69,972 76	$186,841 96

STEAMERS

Grand Trunk Pacific passenger and freight steamers are operated between Seattle, Victoria, Vancouver and Prince Rupert. Car ferries are also operated between Victoria and Vancouver, between Cape Tormentine, N.B. and Borden, P.E.I., and between Mulgrave, N.S. and Pt. Tupper, C.B.

LANDS

Land sales for the years ending December 31, 1919, 1920 and 1921, were as shown in the following table. This table also shows the sales which had previously been entered into and which were by mutual arrangement cancelled during corresponding periods:—

Year	Actual Sales		Average
1919	79,053.303 acres	$1,535,608 44	$19 42
1920	84,002.172 "	1,738,801 46	20 70
1921	17,031.15 "	321,042 08	18 85

Year	Cancellations		Average
1919	32,403.299 acres	$467,370 15	$14 42
1920	34,188.76 "	412,457 19	13 22
1921	17,032.08 "	273,720 56	16 07

It will be seen that the actual sales for 1919 and 1920 were greatly in excess of the sales for the year 1921 and at higher prices. This condition is accounted for by the fact that during the war period and also during the years 1919 and 1920 prices of stock, grain and all farm products were very high and land prices increased accordingly. During the year 1921, however, the conditions changed, prices of farm products fell rapidly with the result that any sales that could be made were based on the lower prices of farm products.

As at December 31, 1921, there remained unsold 719,496 acres. As it is important from a traffic standpoint that the company's lands tributary to the railway should be occupied, it is felt that the terms and conditions of sale should be modified and special inducements will be offered to bona fide settlers.

ELEVATORS

Terminal elevators with modern equipment are owned at Port Arthur and Fort William.

Canadian Northern Railway, Port Arthur—Capacity 8,350,000 bushels.

Grand Trunk Pacific Railway, Fort William—Capacity 5,750,000 bushels.

DRYDOCK

A modern shipyard, drydock and ship repair plant at Prince Rupert is owned by the Grand Trunk Pacific Development Co.

CONCLUSION

In submitting this report the members of the board desire to direct attention to the modern character and general excellence of the physical property of the National System. The main lines of the Canadian National Railways were constructed to standards generally superior to those adopted by railways built in earlier years. Consequently in the matter of grades and curves there are no other transcontinental lines built throughout their length to the standards adopted for the main lines of the Canadian National Railways.

The improvement and betterment programme followed during the last three years has been developed with a view to bringing up to standard any facilities or sections of line which by experience were found to be limiting factors from an operating point of view.

While the amount of money advanced by the Government in the last three or four years is of itself a large sum, yet it forms but a relatively small percentage of the capital investment of the National System, nor is the sum expended out of line with the expenditures made by other great railway systems during the period of their physical improvement. In considering this feature it should be remembered that the amount of expenditure has been considerably augmented by the exceptionally high levels reached by material and labour costs during the three years in which this work has had to be done on the Canadian National Railways. These same conditions have made the purchase of necessary equipment and motive power run into very high figures.

In regarding the annual expenditures the magnitude of the National System should be kept in mind. It may be seen from the balance sheets included in this report that the physical assets of the National System total $1,280,000,000. The importance of maintaining the property in first class condition for the traffic movement which may reasonably be expected may be referred to. As a means of indicating this, it may be pointed out that if this great investment were permitted to deteriorate to the extent of 5 per cent it would involve a shrinkage in value of $63,750,000 or approximately four times the loss in actual operation sustained in 1921.

The three year period during which the present board has administered the Canadian National Railways has been full of operating difficulties and most disturbed economic conditions. In this period three separate groups of railways have been organized into one smooth working system. The physical property of the railways which, due to the war, was in an exhausted condition has been improved, many facilities have been added, proper rolling stock and motive power have been provided. The relation of the various lines to the main service under the co-ordination programmes has been worked out.

The system must be regarded as still in its probationary period. The main lines of the Canadian Northern, National Transcontinental and Grand Trunk Pacific Railways were not completed until 1915 and over 35 per cent of the system's mileage has been taken over for operation since the outbreak of the war. Since 1914 there has been practically no immigration and there has been little industrial or other commercial development. Under these circumstances the performance in 1921, when rates were admittedly low measured from cost of service point of view, and when expenses were exceptionally high, may be regarded as creditable. The directors knowing the general excellence of the territory served by a large percentage of the system's mileage, and with the knowledge that in many respects the system's lines are in premier position to reach the future traffic resources of the Dominion, are confident that sufficient traffic to sustain the National system can be developed within a reasonable period of normal progress. In the meantime the system has a carrying capacity considerably beyond the present volume of traffic.

Improvement of the system's relative position may be expected when the completion of the co-ordination programme provides short line connections that will

expedite the movement of business and reduce operating costs. As the system develops its services and facilities, a larger proportion of the better grade commodities will be routed by its lines with a consequent improvement in the average ton mile rate. It may be expected that the Government will at an early date formulate a plan for the encouragement of proper immigrants to the country, in which no doubt the Canadian National Railways will be asked to co-operate. From this much benefit may be expected.

The directors wish to record their appreciation of the loyal and efficient services rendered by officers and employees. There is every reason to believe that the employees fully participate in the spirit that dominates the official personnel in all departments and that the entire organization is a unit in its endeavour to secure a fair share of the country's transportation business for the National Lines. Loyal support to the consolidated management has been given and the best possible relationship exists with all classes of employees.

For the Directors,

D. B. HANNA,
President.

TORONTO, April, 1922.

CANADIAN NATIONAL RAILWAYS

APPENDICES

1. *Canadian Northern Railway*—
   - (*a*) Balance Sheet.
   - (*b*) Income Statement.
   - (*c*) Profit and Loss Statement.
   - (*d*) Funded Debt.
   - (*e*) Advances from Dominion Government.

2. *Grand Trunk Pacific Railway*—
   - (*a*) Balance Sheet.
   - (*b*) Income Statement.
   - (*c*) Profit and Loss Statement.
   - (*d*) Funded Debt.
   - (*e*) Advances from Dominion Government.

3. *Canadian Government Railways*—
   - (*a*) Balance Sheet.
   - (*b*) Income Statement.

Canadian National Railways

4. Operating Revenue, Operating Expenses and Net Earnings.
5. Combined Income Statement.
6. Operating Revenue and Proportion Paid in Labour.
7. Passenger, Freight and Miscellaneous Statistics.
8. Description of Freight Carried.
9. Summary of Equipment.
10. Mileage Statement.

(1.) CANADIAN NORTHERN RAILWAY SYSTEM

Appendix (*a*)

Consolidated Balance Sheet at December 31, 1921.

ASSETS

Investments—Property investment. Investment in road and equipment including portion of discount on funded debt	$603,268,845 00	
Acquired securities	47,834,181 81	
		$651,103,026 81
Cash and Victory bonds (at cost) in trust accounts held in respect of construction work, sinking funds and other special accounts—		
Dominion Government	1,371,498 44	
Province of Manitoba	56,138 51	
Province of Saskatchewan	1,220,917 19	
Province of Alberta	1,289,318 85	
Province of Ontario	102,835 01	
Province of British Columbia	331,880 37	
National Trust Company	1,783,536 66	
British Empire Trust Company	38,757 13	
Sinking funds	1,569,049 42	
C. N. Express Trust	30,424 74	
		7,794,356 32
Lands unsold		18,121,448 17
Other investments (at cost)		4,803,283 70
		681,822,115 00
Current Assets.		
Cash in bank	4,179,609 54	
Balance due from agents, station balances, etc. (net)	2,081,383 38	
Miscellaneous accounts receivable	14,282,411 24	
Deferred payments on account of land sales and accrued interest	7,937,757 08	
Material and supplies on hand as per books	27,835,477 00	
		56,316,638 24
Deferred charges.		
Portion of discount on funded debt	850,063 31	
Insurance premiums unexpired	512,567 96	
Unadjusted debits—Net balance	1,125,018 46	
		2,487,649 73
Advances by the Canadian Northern Railway Company to affiliated companies (per contra)		12,861,609 40
Profit and loss account—balance		85,167,760 29
		$ 838,655,772 66

Note.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at $6,000,000.

LIABILITIES

Stock—		
Capital stock—		
Common		$100,000,600 00
Affiliated companies	$ 77,192,400 00	
Less: Held in treasury	74,295,200 00	2,897,200 00
		102,897,800 00
Long term funded debt—		
Canadian Northern Railway	175,017,195 57	
Affiliated companies	127,321,811 79	
	302,339,007 36	
Five per cent income charge convertible debenture stock	24,999,388 00	
Equipment trust obligations	36,656,000 00	
		363,994,395 36
Short term loans secured by collateral or mortgage.		
Demand and short term loans		41,442,438 82
Dominion of Canada		286,279,459 69
Current liabilities—		
Audited Vouchers and other floating liabilities	14,110,003 13	
Pay rolls	2,354,690 12	
Interest and equipment obligations matured (since paid)	4,203,821 24	
Accrued interest on bonds, loans and equipment securities	2,495,251 88	
Taxes accrued	1,330,876 26	
		24,494,642 63
Reserves—		
Steamship replacement fund	3,310,019 45	
Equipment replacement fund	107,977 09	
Insurance fund	587,580 29	
Portion of profit on exchange reserved	2,679,849 93	
		6,685,426.76
Advances to affiliated companies by Canadian Northern Railway Company (per contra)		12,861,609 40
		$838,655,772 66

C. E. FRIEND,
Comptroller.

AUDITORS' CERTIFICATE

We have examined the books and records of the Canadian Northern Railway System for the twelve months ended 31st December, 1921, and we certify that in our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the System at 31st December, 1921, and is in accordance with the books and the explanations and information given us.

GEORGE A. TOUCHE & Co.,
Chartered Accountants,
Auditors

Toronto, Canada,
April 5, 1922.

CANADIAN NORTHERN RAILWAY SYSTEM

Appendix (*b*)

INCOME ACCOUNT FOR FISCAL YEAR ENDED DECEMBER 31, 1921.

Railway operating revenue		$69,088,474 16
Railway operating expense		75,564,385 30
Net deficit on operation (operating ratio 109.37%)		$ 6,475,911 14
Railway tax accruals		1,191,890 84
		$ 7,667,801 98
Non-operating income		3,119,349 72
		$ 4,548,452 26
Deductions from gross income		1,011,242 14
		$ 5,559,694 40
Fixed charges—		
Canadian Northern Railway	11,703,146 27	
Affiliated companies	4,844,985 90	
Interest on demand and short term notes—		
Government	13,224,208 27	
Other (net balance)	1,047,575 34	
		$30,819,915 78
Deficit carried to Profit and Loss Statement		$36,379,610 18

CANADIAN NORTHERN RAILWAY SYSTEM

Appendix (*c*)

PROFIT AND LOSS STATEMENT AT DECEMER 31, 1921

Deficit on income account for the year		$36,379,610 18
Delayed income Drs. and Crs.—Dr. balance		555,543 16
Discount, etc., on funded debt		260,773 75
		$37,195,927 09
Less:—		
Transferred from reserve for exchange contingencies		2,000,000 00
		$35,195,927 09
Deficit brought forward at December 31, 1920	$50,140,977 66	
Less:—		
Canadian Northern coal and ore dock surplus, August 31, 1921	169,144 46	49,971,833 20
Deficit at December 31, 1921, carried to balance sheet		$85,167,760 29

CANADIAN NORTHERN RAILWAY SYSTEM

Appendix (*d*)

FUNDED DEBT

	Sterling	Currency
GUARANTEED AS TO PRINCIPAL AND INTEREST BY DOMINION OF CANADA		
3 % 1st mortgage debenture stock	£1,923,287	$ 9,359,996 72
3½% 1st mortgage debenture stock	1,622,586	7,896,588 26
4 % Dominion guaranteed debenture stock		17,060,333 33
6½% 25 year sinking fund debenture bonds		25,000,000 00
7 % 20 year sinking fund debenture bonds		24,793,000 00
GUARANTEED BY GOVERNMENT OF MANITOBA		
4 % 1st mortgage consolidated debenture bonds	2,215,900	10,784,046 65
Underlying bonds—		
4% Sifton branch bonds	233,700	1,137,340 00
4% Gilbert Plains branch bonds	500	2,433 33
4% Manitoba & S.E. bonds	105,300	512,460 00
4 % Ontario Division 1st mortgage debenture bonds	1,180,600	5,745,586 66
4 % Winnipeg terminal bonds	616,438	3,000,000 00
4 % 1st mortgage debenture stock	587,671	2,859,998 87

GUARANTEED BY GOVERNMENT OF SASKATCHEWAN		
4 % 1st mortgage debenture stock	1,650,000	8,029,999 99
GUARANTEED BY GOVERNMENT OF ALBERTA		
4 % 1st Mortgage debenture stock	1,147,945	5,586,665 64
4 % Perpetual consolidated debenture stock ..	9,234,867	44,943,019 40
4 % Land grant bonds (1909)	96,200	468,173 38
5 % Land mortgage debentures (1913)	1,477,100	7,188,553 34
4½% Prince Albert branch 1st mortgage bonds		300,000 00
Long term loan at 4% against deposit of $352,000 bonds of Minnesota and Manitoba R.R. Company payable 1930		349,000 00
		$175,017,195 57

CANADIAN NORTHERN RAILWAY SYSTEM

FUNDED DEBT AFFILIATED COMPANIES

	Sterling	Currency
The Canadian Northern Alberta Railway Company		
Guaranteed by Dominion Government		
3½% 1st mortgage debenture stock .. ..£	647,260.0.0	$ 3,149,998 66
Canadian Northern Western Railway Company		
Guaranteed by Government of Alberta		
4½% 1st mortgage debenture bonds (1943) ..	575,342.0.0	2,799,997 73
4½% 1st mortgage debenture stock (1942) ..	1,320,000.0.0	6,424,000 00
Canadian Northern Pacific Railway Company		
Guaranteed by Government of British Columbia		
4% 1st mortgage debenture stock	3,372,329.0.0	16,412,001 13
4½% terminal debenture stock..	1,770,000.0.0	8,614,000 00
The Canadian Northern Ontario Railway Company		
Guaranteed by Dominion Government		
3½% 1st mortgage debenture stock	7,033,561.0.0	34,229,996 87
Guaranteed by Government of Ontario		
3½% 1st mortgage debenture stock	1,615,068.0.0	7,859,997 59
4% perpetual consolidated debenture stock	1,866,499.0.0	9,083,628 46
Central Ontario Railway		
5% 1st mortgage bonds	168,400.0.0	819,546 71
The Bay of Quinte Railway Company		
5% 1st mortgage bonds		780,000 00
The Canadian Northern Quebec Railway Company		
4% perpetual guaranteed debenture stock	1,078,843.0.0	5,250,369 26
Great Northern Railway of Canada,		
4% 1st mortgage bonds		3,510,250 00
The Quebec and Lake St. John Railway Company		
4% 1st mortgage perpetual guaranteed debenture stock..	895,688.0.0	4,359,014 93
Duluth, Winnipeg and Pacific Railway Company		
4% 1st mortgage debenture stock..	1,440,683.0.0	7,011,323 93
The Halifax and Southwestern Railway Company		
3½% 1st mortgage bonds		4,447,000 00
The Niagara, St. Catharines and Toronto Railway Company		
5% 1st mortgage bonds		1,098,000 00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company		
4% 1st mortgage guaranteed debenture stock..	1,031,412.6.0	5,019,539 86

	Sterling	Currency
Mount Royal Tunnel and Terminal Company, Limited 5% 1st mortgage rent charge bonds..	426,400.0.0	2,075,146 66
The Toronto Suburban Railway Company 4½% 1st mortgage debenture stock.. ..	540,000.0.0	2,628,000 00
The Canadian Northern Coal and Ore Dock Company Ltd. 5% 1st mortgage bonds..		1,750,000 00
		$127,321,811 79

CANADIAN NORTHERN RAILWAY SYSTEM

Appendix (*e*)

LOANS FROM DOMINION OF CANADA

SUMMARY

Loans and advances	$251,088,248 88
Interest	35,191,210 81
	$286,279,459 69

Loan	Loans Security	Amount Outstanding
Advances under 1911 legislation ..	Mortgage dated October, 4, 1911	$ 2,396,099 68
Advances under 1914 legislation ..	Mortgage dated July 14, 1914	5,294,000 02
Advances under 1915 legislation ..	$12,500,000 C.N.R. 4% Dom. gtd. stock under mortgage July 15, 1914	10,000,000 00
Advances under 1916 legislation ..	Mortgage dated June 23, 1916	15,000,000 00
Advances under 1917 legislation ..	Mortgage dated November 16, 1917	25,000,000 00
Advances under 1918 legislation ..	Mortgage dated November 16, 1917	25,000,000 00
Advances under 1918 War Measures Act	£733,561 C.N. Alberta Ry. 3½% gtd. stock .. .. £316,439 C.N. Ont. Ry. 3½% gtd. stock.. .. .. £406,000 C.N. Ry. 4% Saskatchewan bonds .. £417,000 C.N. Pacific Ry. 4½% branch lines stock	4,731,522 64
Advances under 1919 appropriation..	Mortgage dated November 16, 1917	35,000,000 00
Equipment loans under Chapter No. 38, 1918	Notes of the Canadian Northern Ry. Co.	13,951,328 28
Advances under Vote 96, 1919	Notes of the Canadian Northern Ry. Co.	23,362,212 73
Advances under 1920 Appropriation Act, Vote No. 127	Mortgage dated November 16, 1917	48,611,077 00
Advances under 1920 Appropriation Act, Vote No. 115	Notes of the Canadian Northern Ry. Co.	15,503,426 34
Advances under 1921 Appropriation Act, Vote No. 113	Notes of the Canadian Northern Ry. Co.	579,344 85
Advances under 1921 Appropriation Act, Vote No. 126	Notes of the Canadian Northern Ry. Co.	45,714,662 69
Supplementary appropriations 1921-1922	Notes of the Canadian Northern Ry. Co.	7,172,737 68
		277,316,411 91
Deduct:— Proceeds of C.N.R. 6½% 20 year debenture bonds ($23,210,763.75) in New York funds representing an exchange of 13% ($3,017,399.28)		26,228,163 03
		$251,088,248.88

	Loan or advance	Interest
INTEREST		
Advances under 1911 legislation	$ 2,396,099 68	$ 37,681 13
" " 1914 "	5,294,000 02	282,540 05
" " 1915 "	10,000,000 00	1,585,616 44
" " 1916 "	15,000,000 00	4,967,753 41
" " 1916 War Measures Act repaid 15/1/21..		42,940 66
" " 1917 legislation	25,000,000 00	6,071,122 58
" " 1918 "	25,000,000 00	4,972,644 02
" " 1918 War Measures Act	4,731,522 64	1,122,539 63
" " 1919 Legislation	35,000,000 00	4,874,271 70
" " 1920 "	48,611,077 00	3,921,121 64
Equipment Loans under Ch. 38, 1918 ..	13,951,328 28	2,366,626 96
" " Vote, 96, 1919	23,362,212 73	3,228,419 81
" " Vote 115, 1920	15,503,426 34	1,115,533 46
" " Vote 113, 1921	579,344 85	20,442 78
Advances under 1921 legislation	45,714,662 69	1,152,086 88
" " Order in Council, 1921 ..	7,172,737 68	132,640 69
		35,893,981 84
Deduct:—		
Repayment of $23,210,763.75 out of C.N.R. 6½% 25 year bonds 621,921.29		
Exchange of $3,017,399.28 on these bonds 80,849.74		
		702,771 03
		$35,191,210 81

(2.) GRAND TRUNK PACIFIC RAILWAY

(IN RECEIVERSHIP)

Appendix (*a*)

CONSOLIDATED BALANCE SHEET

AT DECEMBER 31, 1921

Incorporating Accounts of Grand Trunk Pacific Branch Lines Company; Grand Trunk Pacific Saskatchewan Railway; Grand Trunk Pacific Development Company; Grand Trunk Pacific Terminal Elevator Company, and Grand Trunk Pacific Telegraph Company.

ASSETS

Fixed Assets—		
Investment in road and equipment (including preliminary and unallocated expenses, cost of guarantee of bonds) steamships, docks, wharves, hotels, etc.	$256,385,107 18	
Other investments	383,300 00	
		256,768,407.18
Current and Working Assets—		
Cash in bank and on hand	801,772 39	
Balance due from agents and conductors		
Miscellaneous accounts receivable (net)	2,991,703 53	
Material and supplies on hand as per books	891,497 24	4,830,455 09
Deferred charges		477,219 75
Profit and loss account		66,096,606 46
		$328,172,688 48

LIABILITIES

Capital Stock—		
Authorized 450,000 shares of $100 each		45,000,000 00
Issued 249,420 shares on which there is unpaid $36,600,000		24,905,400 00
Receivers' certificates	34,400,305 12	
Long term funded debt—		
Grand Trunk Pacific Railway Company	139,662,100 86	
Grand Trunk Pacific Branch Lines Company	16,775,262 00	
Grand Trunk Pacific Terminal Elevator Company	1,862,352 00	
		157,699,714 86
Dominion of Canada		62,809,237 34
Grand Trunk Railway System		36,872,142 07
Current liabilities—		
Audited vouchers and other floating liabilities	1,848,655 24	
Interest on funded debt past due and accrued	9,352,401 89	
Unadjusted credits (net)	35,639 18	11,236,696 31
Reserves—		
Insurance account	11,235 78	
Taxes accrued	237,957 00	249,192 78
		$328,172,688 48

C. E. FRIEND,
Comptroller.

AUDITORS' CERTIFICATE

We have examined the foregoing Consolidated Balance Sheet of the Grand Trunk Pacific Railway Company, the Grand Trunk Pacific Branch Lines Company, the Grand Trunk Pacific Saskatchewan Railway Company, the Grand Trunk Pacific Development Company, the Grand Trunk Pacific Terminal Elevator Company, and the Grand Trunk Pacific Telegraph Company, as at December 31, 1921, and, having compared it with the books and accounts of the Companies, certify that in our opinion it is properly drawn up so as to exhibit a true and correct view of the state of affairs of the combined companies at that date, according to the best of our information, the explanations given us and as shown by the books of the Companies.

MARWICK MITCHELL & Co.,
Chartered Accountants
Auditors

Toronto, Canada,
April 24, 1922

GRAND TRUNK PACIFIC RAILWAY

Appendix (*b*)

INCOME STATEMENT FOR FISCAL YEAR ENDED DECEMBER 31, 1921

Railway operating revenue		$16,638,677 64
Railway operating expenses		20,668,369 51
Net deficit on operation		4,029,691 87
(Operating ratio 124.218)		
Railway tax accruals		357,394 54
		4,387,086 41
Non-operating income		863,185 83
		3,523,900 58
Deductions from gross income		801,667 77
		4,325,568 35
Fixed charges—		
Grand Trunk Pacific Railway	$3,279,345 96	
Affiliated Companies	631,430 64	
Interest on demand and short term notes		
*Government	4,238,360 86	
Grand Trunk Railway	1,742,191 60	
Other interest and exchange	66,670 76	9,957,999 82
Deficit carried to profit and loss statement		$14,283,568 17

*NOTE: Fixed charges due Dominion Government include $1,000,000. Interest on 1909 and 1913 loans paid through the Grand Trunk Railway.

GRAND TRUNK PACIFIC RAILWAY

Appendix (*c*)

PROFIT AND LOSS STATEMENT AT DECEMBER 31, 1921

Deficit on income account for year		$14,283,568 17
Delayed income Drs. and Crs.—Dr.		
Balance applicable prior to 1st Sept., 1920		1,305,986 25
Balance applicable subsequent to 1st Sept., 1920		118,402 33
Deficit brought forward at December 31, 1920		50,388,649 71
Railway Company	$48,171,882 18	
Development Company	2,410,547 40	
	50,582,429 58	
Less: Elevator Company	193,779 87	
Deficit at December 31, 1921, carried to balance sheet		$66,096,606 46

GRAND TRUNK PACIFIC RAILWAY

Appendix (*d*)

FUNDED DEBT

GUARANTEED AS TO PRINCAPAL AND INTEREST BY THE DOMINION OF CANADA

3%	1st mortgage bonds (Prairie)		$11,908,000 00
*3%	1st mortgage bonds (Mountain)		56,132,000 00
4%	Sterling bonds due 1962		8,440,848 00
	GUARANTEED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA		
4%	Mortgage Prairie section "A" bonds		10,206,000 00
4%	Mortgage Mountain section "B" bonds		9,963,000 00
4%	1st mortgage Lake Superior branch bonds		7,533,000 00
†5%	Secured sterling notes	$9,720,000.00	
4%	Perpetual debenture stock (conditionally guaranteed)		34,879,252 86
			$139,062,100 86

* Interest payable by Dominion Government.
† Retired March 2, 1921.

GUARANTEED BY PROVINCE OF SASKATCHEWAN

4%	1st mortgage sterling bonds Saskatchewan lines	$11,315,052 00	
	Less in Treasury £1100	5,346.00	$11,309,706 00
4½%	Terminal sterling bonds		1,881,792 00

GUARANTEED BY PROVINCE OF ALBERTA

4%	1st mortgage sterling bonds Alberta lines	1,159,596 00	
	Less in Treasury £1200	5,832 00	1,153,764 00
4%	1st mortgage sterling bonds Alberta lines		2,430,000 00
			$16,775,262 00
	G.T.P. Terminal Elevator Company		
5%	1st mortgage sterling bonds		1,862,352 00
			$157,699,714 86

GRAND TRUNK PACIFIC RAILWAY

Appendix (*e*)

LOANS FROM DOMINION OF CANADA

SUMMARY

Loans and advances	$50,591,237 10
Interest on loans and advances	12,218,000 24
	$62,809,237 34

LOANS

Loan	Security	Amount Outstanding
G.T.P. Loan Act, 1909	$10,000,000 00 G.T.P. Ry.	$10,000,000 00
G.T.P. Loan Act, 1913	$15,000,000 00 4% Debs. due July 1/23	15,000,000 00
Appropriation Act, 1916		7,081,783 45
Appropriation Act, 1917		5,038,053 72
Appropriation Act, 1918		7,471,399 93
Orders in Council Sept 5, 26, Oct. 24, and Nov. 20, 1914	$ 7,499,952 00 G.T.P. Ry. 4% Sterling Bonds Guaranteed by Dom. Govt.	6,000,000 00
		$50,591,237 10

INTEREST

	Loan or Advance	Interest
G.T.P. Loan Act, 1909. Prairie Section	$10,000,000 00	$ 2,900,000 00
G.T.P. Loan Act, 1913	15,000,000 00	4,200,000 00
Appropriation Act, 1916	7,081,783 45	2,125,317 85
Appropriation Act, 1917	5,038,053 72	1,209,193 68
Appropriation Act, 1918	7,471,399 93	1,423,157 85
Orders in Council Sept, 5, 26, Oct. 24 and Nov. 20, 1914	6,000,000 00	2,220,000 00
Interest paid by Dominion Government on bonds guaranteed by Grand Trunk Railway Dominion, Saskatchewan and Alberta Governments		8,244,090 86
		$22,321,760 24
LESS—		
Interest on $56,132,000.00 G.T.P. 3% 1st Mortgage Bonds, Mountain Division, payable by Dominion Gov. under Chapter 71, 3 Edward VII.		10,103,760 00
		$12,218,000 24

GRAND TRUNK PACIFIC RAILWAY

(IN RECEIVERSHIP)

RECEIVERS' CERTIFICATES

Certificates		$31,889,066 56
G.T.P. Railway Co.	$31,684,585.66	
G.T.P. Development Co.	175,219.71	
G.T.P. Telegraph Co.	29,261.19	
Accrued interest on certificates		2,511,238 56
		$34,400,305 12

(3.) CANADIAN GOVERNMENT RAILWAYS

Balance Sheet at December 31, 1921

ASSETS

Investments—Property Investments—		
Investment in road and equipment. ..		$372,400,674 33
Current Assets—		
Cash on hand and in bank..	$ 6,739,474 08	
Balance due from agents—net..	571,659 13	
Miscellaneous accounts receivable.. ..	15,890,349 13	
Material and supplies on hand as per books..	9,280,228 40	
		32,481,710 74
Dominion of Canada Balance due on Deficit Account, as per contra.. ..		1,359,415 58
Receiver General Provident Fund Account, as per contra..		610,546 88
Deferred Charges—		
Unadjusted Debits and Credits—Net balance..		875,307 96
Income Account—		
Deficit for the year ended December 31, 1921—		
Canadian Government Railways.. ..	$ 6,010,755 87	
St. John & Quebec Railway..	316,044 60	
		6,326,800 47
		$414,054,455 96

LIABILITIES

Dominion of Canada—		
Advances for road and equipment.. ..		$369,408,222 51
Advances for material and supplies and open accounts..		20,466,498 55
Advances for operating deficit..	$ 4,967,384 89	
Deficit account balance—unpaid as per contra..	1,359,415 58	
		6,326,800 47
Branch Lines Purchase Account..		120,000 00
Current liabilities—		
Audited vouchers and other current liabilities..		15,853,635 04
Employees Provident Fund, as per contra..		610,546 88
Reserves—		
Equipment renewal account, etc..		1,268,752 51
		$414,054,455 96

Auditor's Certificate

We have examined the books and records of the Canadian Government Railways at Moncton for the twelve months ended December 31, 1921, and we certify that in our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the Canadian Government Railways at the 31st December, 1921, and is in accordance with the information and explanations given us.

George A. Touche & Co.,
Chartered Accountants Auditors.

Toronto, Canada, May 16, 1922.

CANADIAN GOVERNMENT RAILWAYS

INCOME STATEMENT FOR FISCAL YEAR ENDED DECEMBER 31, 1921

	Canadian Government Rys.	St. John & Quebec Ry.	Total
Railway operating revenue. .	$40,964,303 92	$311,010 92	$41,275,314 84
Railway operating expenses. .	46,551,602 67	438,445 07	46,990,047 74
Net deficit on operations . . .	$ 5,587,298 75	$127,434 15	$ 5,714,732 90
Railway tax accruals	35,743 87	.....	35,743 87
	$ 5,623,042 62	$127,434 15	$ 5,750,476 77
Non-operating income	457,352 46	606 47	457,958 93
	$ 5,165,690 16	$126,827 68	$ 5,292,517 84
Deductions from gross income.	845,065 71	189,216 92	1,034,282 63
Deficit carried to Balance Sheet	$ 6,010,755 87	$316,044 60	$ 6,326,800 47

(4.) CANADIAN NATIONAL RAILWAYS

COMPARATIVE SUMMARY OF OPERATING RESULTS—TWELVE MONTHS ENDED DECEMBER 31, 1921, 1920 AND 1919

	1921	1920	1919
Gross Earnings			
Canadian Northern Ry... ..	$ 69,088,474 16	$ 66,695,398 80	$ 53,562,177 57
Canadian Government Ry. ..	40,964,303 92	44,537,803 85	40,179,380 93
Grand Trunk Pacific Ry. ..	16,638,677 64	14,408,549 66	11,294,617 87
Total..	$126,691,455 72	$125,641,752 31	$105,036,176 37
Distribution			
Freight..	$ 93,785,017 60	$ 90,951,115 73	$ 71,228,041 03
Passenger	21,110,052 83	23,583,571 58	23,999,309 67
Sleeping car..	1,740,506 05	1,414,009 24	1,093,279 08
Mail..	2,023,725 72	1,089,089 49	978,094 68
Express..	3,657,756 53	3,415,193 46	2,497,351 71
Miscellaneous..	4,374,396 99	5,188,772 81	5,240,100 20
Operating Expenses			
Canadian Northern Ry.	$ 75,564,385 30	$ 82,953,978 60	$ 60,034,023 92
Canadian Government Ry. ..	46,551,602 67	54,987,680 28	47,728,205 73
Grand Trunk Pacific Ry. ..	20,668,369 51	24,543,063 60	17,587,567 37
Total..	$142,784,357 48	$162,484,722 48	$125,349,797 02
Distribution			
Maintenance of way and structures	$ 33,707,956 47	$ 42,907,217 78	$ 33,533,548 95
Maintenance of equipment ..	31,649,007 49	34,834,703 34	25,202,304 33
Traffic..	2,555,090 60	2,456,715 09	1,772,276 52
Transportation—Rail.	71,601,188 73	76,695,606 01	59,180,351 87
Transportation—Water	120,970 66	350,135 79	782,316 69
Miscellaneous..	2,063,096 85	2,564,663 07	2,095,216 42
General..	3,074,590 13	3,378,724 34	2,783,782 24
Transportation for Invest, Cr..	1,987,543 45	703,042 94	.....
Operating Deficit			
Canadian Northern Ry. ...$	6,475,911 14	$ 16,258,579 80	$ 6,471,846 35
Canadian Government Ry. ..	5,587,298 75	10,449,876 43	7,548,824 80
Grand Trunk Pacific Ry. ..	4,029,691 87	10,134,513 94	6,292,949 50
Total..	$ 16,092,901 76	$ 36,824,970 17	$ 20,313,620 65
Operating Ratios			
Canadian Northern Ry... ..	109.37	124.38	112.08
Canadian Government Ry. ..	113.64	123.46	118.78
Grand Trunk Pacific Ry. ..	124.21	170.34	155.71
Total..	112.70	129.32	119.34

(5.) CANADIAN NATIONAL RAILWAYS

INCOME ACCOUNT FOR YEARS ENDED DECEMBER 31, 1921 AND 1920

Gross Operating Revenue

	1921	1920
Canadian Northern Railway System	$ 69,088,474 16	$ 66,695,398 80
Canadian Government Railways	40,964,303 92	44,537,803 85
Grand Trunk Pacific Railway	16,638,677 64	14,408,549 66
Canadian National Railways	$126,691,455 72	$125,641,752 31

Operating Expenses

Canadian Northern Railway System	$ 75,564,385 30	$ 82,953,978 60
Canadian Government Railways	46,551,602 67	54,987,680 28
Grand Trunk Pacific Railway	20,668,369 51	24,543,063 60
Canadian National Railways	$142,784,357 48	$162,484,722 48

Net Deficit From Railway Operations

Canadian Northern Railway System	$ 6,475,911 14	$16,258,579 80
Canadian Government Railways	5,587,298 75	10,449,876 43
Grand Trunk Pacific Railway	4,029,691 87	10,134,513 94
Canadian National Railways	$16,092,901 76	$36,842,970 17

Tax Accruals

Canadian Northern Railway System	$ 1,191,890 84	$ 1,185,652 28
Canadian Government Railways	35,743 87	60 50
Grand Trunk Pacific Railway	357,394 54	45,409 30
Canadian National Railways	$ 1,585,029 25	$ 1,231,122 08

Total Operating Deficit

Canadian Northern Railway System	$ 7,667,801 98	$17,444,232 08
Canadian Government Railways	5,623,042 62	10,449,936 93
Grand Trunk Pacific Railway	4,387,086 41	10,179,923 24
Canadian National Railways	17,677,931 01	$38,074,092 25

Non-Operating Income

Canadian Northern Railway System	$ 3,119,349 72	$ 1,845,994 62
Canadian Government Railways	457,352 46	1,737,978 51
Grand Trunk Pacific Railway	863,185 83	1,837,442 03
Canadian National Railways	$ 4,439,888 01	$ 5,421,415 16

Deductions from Gross Income

Canadian Northern Railway System	$ 1,011,242 14	$ 125,637 37
Canadian Government Railways	845,065 71	720,096 33
Grand Trunk Pacific Railway	801,667 77	812,404 79
Canadian National Railways	$ 2,657,975 62	$ 1,658,138 49

Total Deficit Before Fixed Charges

Canadian Northern Railway System	$ 5,559,694 40	$15,723,874 83
Canadian Government Railways	6,010,755 87	9,432,054 75
Grand Trunk Pacific Railway	4,325,568 35	9,154,886 00
Canadian National Railways	$15,896,018 62	$34,310,815 58

INCOME ACCOUNTS FOR YEARS ENDED DECEMBER 31, 1921 AND 1920—*Concluded*

FIXED CHARGES

	1921	1920
Canadian Northern Railway System		
Interest due public	$17,595,707 51	$13,993,695 36
Interest due Government	13,224,208 27	10,326,260 69
	$30,819,915 78	$24,319,956 05
Grand Trunk Pacific Railway		
Interest due public	$ 3,977,447 36	$ 4,270,244 38
Interest due Government	1,535,474 22	1,539,224 00
Interest on Receiver's certs	1,702,886 64	808,351 63
Interest due Grand Trunk Railway	2,742,191 60	2,256,467 90
	$ 9,957,999 82	$ 8,874,287 91
Canadian National Railways	$40,777,915 60	$33,194,243 96

TOTAL DEFICIT

Canadian Northern Railway System	$36,379,610 18	$40,043,830 88
Canadian Government Railways	6,010,755 87	9,432,054 75
Grand Trunk Pacific Railway	14,283,568 17	18,029,173 91
Canadian National Railways	$56,673,934 22	$67,505,059 54
St. John and Quebec Railway (Leased)	316,044 60	346,015 49
	$56,989,978 82	$67,851,075 03

(6.) CANADIAN NATIONAL RAILWAYS

STATEMENT SHOWING OPERATING REVENUE PAID IN LABOUR AND AVERAGE NUMBER OF EMPLOYEES. YEARS 1921 AND 1920

GROSS EARNINGS

	1921	1920	Increase or *Decrease*	Inc. or *Dec. %*
Can. Nor. Railway	$ 69,088,474 16	$ 66,695,398 80	$2,393,075 36	3.59
Can. Govt. Railways	40,964,303 92	44,537,803 85	*3,573,499 93*	*8.02*
Grand Trunk Pac.	16,638,677 64	14,408,549 66	2,230,127 98	15.48
System	$126,691,455 72	$125,641,752 31	$1,049,703 41	0.84

OPERATING LABOUR

Can. Nor. Railway	$ 42,233,504 97	$47,563,113 08	*$5,329,608 11*	*11.20*
Can. Govt. Railways	28,649,972 81	35,941,959 31	*7,291,986 50*	*20.28*
Grand Trunk Pac.	11,498,120 09	15,262,647 77	*3,764,527 68*	*24.66*
System	$ 82,381,597 87	$98,767,720 16	*$16,386,122 29*	*16.59*

RATIO OF LABOUR TO GROSS EARNINGS

Can. Nor. Railway	61.13	71.31	*10.18*	*14.27*
Can. Govt. Railways	69.94	80.70	*10.76*	*13.33*
Grand Trunk Pac.	69.10	105.92	*36.82*	*34.76*
System	65.03	78.61	*13.58*	*17.28*

COMPARISON OF PAYROLL (INCLUDING BETTERMENTS)

Can. Nat. Railways	$88,755,060 20	$105,109,808 29	$16,354,748 09	15.56

AVERAGE NUMBER OF EMPLOYEES

	1921	1920	*Decrease %*	*Dec.*
Canadian Government Railways	20,658	23,849	*3,191*	*13.38*
Canadian Northern Railway	32,384	33,654	*1,270*	*3.77*
Grand Trunk Pacific	7,281	7,821	*540*	*6.90*
Canadian National	60,323	65,324	*5,001*	*7.66*

CANADIAN NATIONAL RAILWAYS

TRAIN TRAFFIC STATISTICS FOR TWELVE MONTHS ENDED DECEMBER 31, 1921, 1920 AND 1919

—	1921	1920	1919
Train Mileage			
Passenger trains	12,578,548	13,322,587	11,919,559
Freight trains	18,715,076	20,988,345	18,359,522
Mixed trains	3,269,508	3,496,965	3,355,381
Total train miles (excluding special train miles)	34,563,132	37,807,897	33,634,462
Car Mileage			
Passenger—			
Coaches, parlour, sleeper and dining cars	61,361,293	55,744,463	57,030,694
Baggage, mail, express, etc	30,242,272	38,149,446	32,973,665
Total passenger car miles	91,603,565	93,893,909	90,004,349
Freight—			
Loaded freight car miles	389,090,694	420,074,960	356,133,867
Empty freight car miles	211,283,957	168,809,115	147,006,593
Caboose miles	29,507,800	21,224,990	19,232,736
Total freight car miles	629,882,451	610,109,065	522,373,196
Passenger cars per traffic train mile	5·78	5·58	5·89
Freight cars per traffic train mile	28·65	24·92	24·06
Passenger Traffic			
Passengers carried (earning revenue)	11,856,620	13,572,245	12,578,970
Passengers carried (earning revenue) one mile	711,867,853	841,636,864	915,173,565
Passengers carried (earning revenue) one mile per mile of road	42.027	50,957	56,136
Average journey per passenger ..... miles	60·04	62·01	72·8
Average amount received per passenger ..... $	1·70	1·66	1·84
Average amount received per passenger mile ..... cts.	2·83	2·68	2·52
Average number of passengers per train mile	44·92	50·04	59·91
Average number of passengers per car mile	11·60	15·10	16·04
Revenue from passengers per passenger car mile ..... cts.	32·79	40·52	40·48
Total passenger train earnings per train mile ..... $	1·76	1·71	1·83
Total passenger train earnings per mile of road ..... $	1,650·98	1,738·52	1,714·77
Freight Traffic			
Tons of revenue freight carried	21,182,466	25,089,376	22,100,455
Tons of revenue freight carried one mile	8,991,467,782	9,221,370,748	7,801,309,879
Tons of non-revenue freight carried one mile	1,300,553,019	1,232,876,909	908,328,733
Total tons (all classes) freight carried one mile	10,292,020,801	10,454,247,657	8,709,638,612
Tons of revenue freight carried one mile per mile of road	530,839	558,314	478.523
Tons of non-revenue freight carried one mile per mile of road	76,782	74,645	55,716
Total tons (all classes) freight carried one mile per mile of road	607,621	632,959	534,239
Average amount received per ton per mile revenue freight.cts.	1.039	0·983	0·909
Average number of tons revenue freight per train mile	408·99	376·61	359·26
Average number of tons non-revenue freight per train mile	59·16	50·35	41·83
Average number of tons (all classes) freight per train mile	468·15	426·96	401·09
Average number of tons revenue freight per loaded car mile	23·11	21·95	21·91
Average number of tons non-revenue freight per loaded car mile	3·34	2·93	2·55
Average number of tons (all classes) freight per loaded car mile	26 45	24 88	24 46
Average haul, revenue freight ..... miles	424·48	367·54	352·99
Freight train earnings per loaded car mile ..... cts.	24·02	21·58	19·92
Freight train earnings per train mile ..... $	4·25	3·70	3·27
Freight train earnings per mile of road ..... $	5,516·56	5,489·12	4,351·85

CANADIAN NATIONAL RAILWAYS

DESCRIPTION OF FREIGHT CARRIED YEAR ENDED DECEMBER 31, 1921

—	Quantity	Tons	Per cent
Flour and other mill products	8,349,220 Sacks	417,461	1·97
Wheat	119,266,200 Bush	3,577,986	16·89
Oats	68,099,529 "	1,157,692	5·47
Barley and other grains	17,133,810 "	435,695	2·06
Hay and straw		208,808	0·99
Fruit (fresh)		96,826	0·46
Vegetables and other agricultural products		188,379	0·89
Horses	40,387 head	34,329	0·16
Cattle	270,075 "	162,045	0·76
Sheep and hogs	454,250 "	45,425	0·21
Other animal products		118,882	0·56
Coal and coke		4,184,781	19·76
Building material, stone, etc.		769,854	3·63
Ores		109,056	0·51
Other mine products		205,497	0·97
Logs, lumber, etc.	1,994,906 M. Ft.	2,992,359	14·13
Cordwood	257,338 Cds.	360,273	1·70
Pulpwood		1,968,710	9·29
Other forest products		114,870	0·54
Immigrants' effects and household goods		82,226	0·39
Petroleum products		385,587	1·82
Paper, wood-pulp, etc.		424,829	2·01
Other manufactures		1,133,060	5·35
Merchandise and miscellaneous		2,007,836	9·48
Total tons		21,182,466	100·00

CANADIAN NATIONAL RAILWAYS

STATEMENT SHOWING DETAILS OF EQUIPMENT ON HAND DECEMBER 31, 1920; RETIREMENTS, DELIVERIES AND POSITION AT DECEMBER 31, 1921

—	Dec. 31, 1920	Retirements during the year	Delivered during the year	Dec. 31, 1921
Locomotives—				
Passenger	1,730	9	12	1,733
Freight				
Switching	226		1	227
Electric locomotives	13			13
Total locomotives	1,969	9	13	1,973
Passenger Equipment—				
First class cars	477	14	14	477
Second class cars	249	19		230
Combination cars	192		3	195
Colonist cars	348	6		342
Dining cars	62	1	12	73
Parlor cars	67	3	3	67
Sleeping cars	202	1	21	222
Postal cars	55			55
Baggage and express	509	14	70	565
Business and pay cars	66	2	2	66
Other cars in passenger service	61	4	26	83
Total	2,288	64	151	2,375
Freight Equipment—				
Box cars	55,824	706	715	55,833
Flat cars	9,768	182		9,586
Stock cars	3,494	19	350	3,825
Coal cars	8,371	112		8,259
Tank cars	78	7		71
Refrigerator cars	1,719	23	104	1,800
Other cars in freight service	1,435	29	189	1,595
Total	80,689	1,078	1,358	80,969
Work Equipment—				
Gravel cars	271	7	215	479
Derrick cars	181	14	20	187
Caboose cars	1,074	55	30	1,049
Other road cars	3,497	251	173	3,419
Total	5,023	327	438	5,134
Total cars	88,000	1,469	1,947	88,478

(10.) CANADIAN NATIONAL RAILWAYS

Mileage of Railways as of December 31, 1921

MARITIME DISTRICT

	Miles	
Halifax Ocean Terminals to Mont Joli	480.17	
Sydney to Truro	224.27	
Moncton to St. John	89.34	
Pacific Junction to Monk	343.54	
Point Tupper to St. Peter's	30.64	
New Glasgow to Pictou Landing	8.30	
Stellarton to Oxford Junction	79.40	
Ferrona Junction to Sunny Brae	12.51	
Pictou to Brown Point	1.92	
Pugwash Junction to Pugwash	4.60	
Windsor Junction to Stewart	81.92	
Halifax to Deep Water Terminals	3.68	
Sackville to Cape Tormentine	36.05	
Painsec Junction to Point Du Chene	11.98	
Moncton to Buctouche	29.93	
Salisbury to Albert	44.77	
Elgin to Havelock	26.11	
St. Martins to Hampton	28.73	
Fredericton to Derby Junction	110.64	
Stanley Junction to Stanley	5.46	
Nelson Junction to Loggieville	13.77	
Gloucester Junction to Tracradie	73.16	
Pokemouche Junction to Shippegan	6.85	
Tide Head to St. Leonard	105.12	
Connection with B. & A. Ry. at St. Leonard (leased line)	0.62	
Dalhousie Junction to Dalhousie	6.67	
		1,860.15

Prince Edward Island Railway—

Charlottetown to Tignish	115.26	
Emerald Junction to Borden	12.63	
Royalty Junction to Souris	55.00	
Harmony Junction to Elmira	9.89	
Mt. Stewart Junction to Georgetown	24.29	
Montague Junction to Montague	6.36	
Charlottetown to Murray Harbour	47.83	
Lake Verde to Vernon	4.43	
Alberton to Alberton Wye	0.30	
		275.99

Halifax & South Western Railway—

Southwestern Junction to Yarmouth	245.78	
Mahone Junction to Lunenburg	7.06	
Bridgewater Junction to Port Wade	92.56	
Caledonia Junction to Caledonia	22.11	
Liverpool to Milton	4.78	
Middleton Junction to Middleton (Running rights on D.A.R.)	0.60	
		372.89

Vale Railway. (*Leased Line*)—

Thorburn to New Glasgow		5.95

St. John & Quebec Railway. (*Leased Line*)—

Westfield Beach to Centerville	158.11	
St. John to Westfield Beach (Running rights on C.P.R.)	13.96	
		172.07
Total Mileage Maritime District		2,687.05

QUEBEC DISTRICT

	Miles	
Mont Joli to St. Rosalie Junction (via Lévis)	323.41	
St. Rosalie Junction to Montreal (Joint Section G.T.R.)	37.62	
Monk to Diamond Junction	101.01	
Joffre to Armstrong	956.60	
Quebec to St. Marc	48.40	
St. Prospere to Montreal	115.80	
Montreal (Tunnel Terminal) to Hurdman (Ottawa)	111.60	
St. Charles Junction to Joffre	16.84	
Cap Rouge to Cadorna	5.88	
Cadorna to Quebec (Palais Sta.) (Running rights C.P.R.)	3.20	
Rivière à Pierre Junction to Garneau Jct	39.70	
Joliette to Cushing Junction	61.60	
Rivière Ouelle Junction to Rivière Ouelle	6.48	
Lyster to Deschaillons	29.59	
St. Leonard Junction to Nicolet	16.76	
Bridge to Champlain Market	6.48	
Aldred Junction to Shawinigan Falls	3.80	
Paradis to Rawdon	15.70	
Rinfret Junction to Huberdeau	45.30	
Arundel to China Clay Mines	9.20	
Cartierville Spur	0.80	
		1,955.77
Quebec and Saguenay Railway—		
Cap Tourmente to Murray Bay	62.31	
St. Joachim to Cap Tourmente (Leased Line)	5.30	
		67.61
Quebec and Lake St. John Railway—		
Parent (Parent Sq.) to Chicoutimi	226.0	
Montmorency Junction to Montmorency Mills	7.2	
Loretteville to Stoneham	10.0	
Valcartier to Clark's	5.4	
Lynton Junction to La Tuque	39.6	
		288.20
James Bay and Eastern Railway—		
Chambord Junction to St. Felicien		29.70
Total Mileage Quebec District		2,341.28

ONTARIO DISTRICT

Hurdman to Current River	901.30	
Current River to Pt. Arthur (Running rights C.P.R.)	2.10	
Riverside to Ottawa (Central Sta.) Running rights G.T.R)	1.70	
Rideau Junction to Sydenham	80.80	
Deseronto to Todmorden	132.90	
Toronto (Union Sta.) to Rosedale (Running rights G.T.R.)	3.80	
Todmorden to Capreol	272.20	
Duncan to Donlands	2.10	
Donlands to Dovercourt Rd. (Joint Section C.P.R.)	6.70	
Harrowsmith to Kingston (Running rights C.P.R.)	18.60	
Oshawa to Oshawa Town	2.40	
Brockville to Westport	44.40	
Udney to Orillia (Includes 2.80 M running rights C.P.R.)	10.20	
Key Junction to Key Harbour	6.20	
Sudbury Junction to Sudbury	5.20	
Garson Junction to Garson	3.70	
Algo to C.N. Junction, Algoma Eastern Connection	2.40	
Connection with T. & N. O. Railway	0.25	
Sellwood Junction to Sellwood	3.97	
		1,500.92
Central Ontario Railway—		
Trenton to Picton	30.60	
Trenton to Wallace	117.60	
Belmar to Cordova	9.60	
Ormsby Junction to Coe Hill	7.20	
		165.00

	Miles	
Bessemer & Barry's Bay Railway—		
Bessemer Junction to Bessemer		4.80
Irondale, Bancroft and Ottawa Railway—		
York River Junction to Howland		51.00
Bay of Quinte Railway—		
Yarker to Bannockburn	54.50	
Deseronto to Sydenham	31.00	
		85.50
Total Mileage Ontario District		1,807.22

ELECTRIC LINES IN PROVINCE OF ONTARIO

Toronto, Niagara and St. Catharines Railway—		
Port Dalhousie to Niagara Falls	16.74	
Thorold to Port Colborne	18.54	
Niagara Falls to Fallsview	4.63	
St. Catharines to Niagara-on-the-Lake	12.18	
Local Lines, St. Catharines	9.51	
		61.6
Toronto Suburban Railway—		
Toronto to Woodbridge	12.0	
Toronto to Lambton	2.1	
Lambton to Guelph	46.1	
Local Lines in Toronto	4.1	
		64.6
Total Mileage Electric Lines in Ontario		126.20

CENTRAL DISTRICT

Armstrong to Winnipeg	390.54	
Fort William to Superior Junction (includes 0.53 miles running rights C.P.R.)	191.84	
Port Arthur to Rainy River	285.97	
International Boundary to Winnipeg (St. Boniface)	106.75	
Winnipeg to Watrous	406.60	
Beaver to Dauphin	102.59	
West Tower to M. & B. Junction	77.07	
Twin City Junction to North Lake, North Lake Branch	59.15	
South Junction to Emerson Junction	72.69	
Junction Emerson Br. to end of steel	2.86	
G. N. Junction to International Boundary	0.08	
Paddington Junction to Victoria Beach	72.75	
Junction Transcona to end of steel	4.02	
St. James Junction to Gypsumville	158.04	
Steep Rock Junction to Steeprock	12.36	
Grosse Isle to Hodgson	80.98	
Oakland to Amaranth	44.18	
Ochre river to end of track	14.90	
Carman Junction to Somerset Junction	78.67	
Junction Carman S. D. to Notre Dame de Lourdes	2.63	
Greenway to Deloraine	80.18	
Muir to Neeepawa to McCreary Junction	70.41	
Brandon Junction to Carberry Junction	22.85	
Rossburn Junction to Ross Junction	190.57	
Hallboro to Beulah	75.43	
Wroxton to Willowbrook	41.37	
Melvile to Canora	54.63	
Connections at Yorkton (Running rights C. P. R. 0. 38)	0.87	
Connections at Canora (Running rights C. P. R.)	0.08	
		2,701.06
Minnesota and Manitoba Railway, (Leased Line)—		
Rainy River to International Boundary		43.72
Duluth, Winnipeg & Pacific Railway—		
International Boundary to D. W. & P. Jct.	169.00	
Duluth Junction to Centre of lift span	1.51	
Connections at Duluth (Running rights Nor. Pacific Railway	5.63	
Connections at Duluth (Running rights L.S.T. and T. Railway)	0.87	
Connections at Duluth (Running rights C. St. P. M. & O. Railway)	0.88	
		177.89

ONTARIO DISTRICT—*Concluded*

	Miles	
Northern Pacific and Manitoba Railway, (Leased Line)—		
Portage Junction to Portage la Prairie	52.44	
Portage Junction to Emerson	62.81	
Morris to Belmont	102.21	
M. & B. Junction to Brandon	2.36	
Winnipeg Transfer Railway	1.20	
		221.02
Red River Valley Railway. (Leased Line)—		
Winnipeg (South side Water Ave.) to Portage Junction	2.92	2.92
Portage and North Western Railway—		
Portage La Prairie to Beaver	19.67	
Delta Junction to Delta	15.05	
		34.72
Total mileage Central District		3,181.33

PRAIRIE DISTRICT

Dauphin to North Battleford	394.90	
Watrous to Biggar	118.30	
Brandon to C. N. Junction, Regina	220.02	
Melville to Regina	97.50	
Saskatoon to Kindersley	125.84	
North Junction to Denholm via Prince Albert	477.17	
Sifton Junction to Winnipegosis	21.06	
Thunderhill Junction to Lintlaw	100.26	
Canora to Sturgis Junction	21.44	
Hudson Bay Junction to M.P. 214	302.06	
Humbolt to Melfort	54.15	
Young to Prince Albert	111.50	
Shellbrook to Big River	56.97	
Dalmeny to Carlton	36.80	
Hartney to Virden	38.06	
Maryfield to Bengough	184.35	
Luxton to Estevan	25.08	
Regina to Northgate	154.21	
Talamage to Weyburn	15.21	
Bengough Junction to Moose Jaw	86.99	
Gravelbourg Junction to Gravelbourg	80.62	
Regina to Riverhurst	112.58	
Delisle to Demaine	88.22	
Tichfield to Eatonia	114.40	
Connections at Regina	1.71	
Prince Albert branch connection	0.79	
Saskatoon, (Running rights C.P.R.)	11.95	
Spur lines on district	17.15	
		3,069.29
Northern Pacific and Manitoba Railway (Leased Line)—		
Hartney Jct. to M. & B. Junction	37.45	
Belmont to Hartney	54.13	
		91.58
Qu'Appelle L.L. and Saskatchewan Railway—		
Regina to Saskatoon	160.42	
Saskatoon to East Prince Albert	89.60	
Craven Junction to Craven	4.38	
C. N. Junction, Regina, to Junction with Q.L.L. and S. Ry. (running rights C. P. R.)	1 12	
		255.52
Total mileage Prairie District		3,416.39

WESTERN DISTRICT

North Battleford to Lobstick Junction	332.92
Biggar to Edmonton	262.60
Kindersley to Calgary	273.65
North Battleford to Turtleford	55.70
Battleford Junction to Old Battleford	7.91
Oban to Battleford	48.57
Battleford to end of steel (Cut Knife branch)	49.86
Biggar to Loverna	104.08
Eatonia to Alsask	33.73

	Miles	
WESTERN DISTRICT—*Concluded*		
Camrose S. E. Junction to Alliance	59.70	
Medicine Hat Junction to Steveville	58.82	
Vegreville Junction to Munson Junction	161.28	
Tofield to Calgary	201.41	
Warden to Otway	114.76	
Otway to Ullen (Running rights C.P.R.)	4.27	
Ullen to Brazeau	55.38	
Camrose Junction to Terminal Junction (South Edmonton)	45.77	
St. Paul Junction to St. Paul	120.91	
St. Albert to Athabaska	85.36	
Cardiff Junction to Cardiff	2.45	
Peace River Junction to Whitecourt	72.40	
Edmonton Junction to Stony Plains	19.94	
Spur lines Calgary branch	3.71	
Connections at Camrose, Canora & Calgary (Running rights C.P.R.)	0.61	
		2,175.79
Edmonton, Yukon and Pacific Railway—		
Junction at Edmonton to Strathcona		9.21
Total mileage Western District	2,185.00	
MOUNTAIN DISTRICT		
Edmonton to Prince Rupert	957.17	
Bickerdike to Lovett	56.33	
Mountain Park Coal Spur	30.57	
Alberta Coal & Mountain Park branch	7.78	
Alberta Coal & Pacific Pass branches	2.54	
Snaring Junction to Pocahontas	15.58	
Spurs on Mountain district	19.11	
Total mileage Mountain district		1,089.08
PACIFIC DISTRICT		
Red Pass Junction to Fraser River Junction	471.60	
Jct. with G. N. Railway to new depot, Vancouver	0.80	
New Westminster to Government bridge (Running rights)	1.00	
Government bridge to Vancouver (Running rights G. N. Railway)	13.00	
Kamloops Jct. to Kamloops	2.85	
Patricia Bay to Victoria	15.50	
Total mileage Pacific District		504.75
Total mileage in operation December 31, 1921		17,338.30
MILEAGE SUMMARY BY DISTRICTS		
Maritime District	2687.05	
Quebec District	2341.28	
Ontario District	1807.22	
Central District	3181.33	
Prairie District	3416.39	
Western District	2185.00	
Mountain District	1089.08	
Pacific District	504.75	
Electric Lines—Ontario	126.20	
		17,338.30
Average mileage operated during 1921.		
Can. Nat. Railways (Steam and Electric)		17,064.43
St. John & Quebec Railway. (Leased Line)		172.07
		17,236.50
SUMMARY		
Mileage used in C.N.R. traffic returns		16,938.23
Mileage of St. John & Quebec railway		172.07
Mileage of Electric Railways		126.20
Total average operated mileage 1921		17,236.50

CANADIAN GOVERNMENT RAILWAYS

REPORT OF W. A. KINGSLAND, GENERAL MANAGER, FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1921

Intercolonial Railway

CAPITAL ACCOUNT

The cost of road and equipment on December 31, 1920	$142,672,840 23
The expenditure during the year ended December 31, 1921	2,479,224 15
Making the total cost on December 31, 1921	$145,152,064 38

The gross earnings and working expenses for the year ended December 31, 1921, compare as follows:—

Gross earnings—I.C.R. rail account		$ 24,326,641 41
Incidentals		279,245 78
		$ 24,605,887 19
Working expenses, I.C.R. rail account	$ 28,342,019 34	
Water account	7,875 99	
	$ 28,349,895 33	
New Brunswick and Prince Edward Island Ry. (interest	3,540 00	
		$ 28,353,435 33
Working expenses over gross earnings (deficiency)		$ 3,747,548 14

REVENUE

The earnings per train mile compare as follows:

Nine months ended December 31, 1920	$ 3 74
Calendar year 1921	3 62

WORKING EXPENSES

The averages, not including water line, compare with those of last year as follows:—

Per mile run by engine nine months ended December 31, 1920	$ 3 25
Per mile run by engine during calendar year 1921	3 25
Per mile run by train nine months ended December 31, 1920	4 22
Per mile run by train during calendar year 1921	4 17

The mileage of the railway for the calendar year 1921 was 1,670·38 miles, including Vale Railway (5·95 miles), New Brunswick and Prince Edward Island Railway (36·05 miles), and Intercolonial Railway (105·74 miles).

Note.—Earnings and working expenses include operation of electric car in passenger service on portion of Campbellton Division.

STORES

The value of general stores on the Canadian Government Railways, including St. John and Quebec Railway, carried over from the previous year was	$ 9,760,011 34
The value of stores purchased and charged from other departments was	30,909,947 00
Total of	$ 40,669,958 34
The value of stores used and sold	31,389,729 94
Balance of general stores on hand December 31, 1921	$ 9,280,228 40

Prince Edward Island Railway

The length of railway in operation at December 31, 1921, was 275·99 miles. The gauge is 3 feet 6 inches. On 60·98 miles of railway there has been a third rail laid for standard gauge.

The cost of road and equipment to December 31, 1920.. ..	$ 12,806,036 27
The expenditure during year ended December 31, 1921.. ..	30,086 29
Making the total cost on December 31, 1921..	$ 12,836,122 56
Gross earnings..	$ 888,394 77
Working expenses..	1,514,808 99
Deficiency..	$ 626,414 22

New Brunswick and Prince Edward Island Railway

The length of railway in operation at December 31, 1921, was 36.05 miles.

The cost of road and equipment to December 31, 1920, was..	$ 618,314 86
The expenditure during the year ended December 31, 1921, was.	170,636 10
Making the total cost on December 31, 1921..	$ 788,950 96

An amount of $3,540 was paid as interest.
This railway is included in the operation of the Intercolonial Railway.

International Railway of New Brunswick

The length of railway in operation at December 31, 1921 was 105.12 miles.

The cost of road and equipment to December 31, 1920..	$ 2,896,354 43
The expenditure during the year ended December 31, 1921. ..	39,709 86
Making the total cost on December 31, 1921..	$ 2,936,064 29

This railway is included in the operation of the Intercolonial Railway.

National Transcontinental Railway

This line extends from Moncton to Winnipeg and is 2,006.73 miles in length, which included the Grand Trunk Pacific branch line from Fort William to Superior Junction.

The cost of the National Transcontinental Railway to December, 31, 1920, was..	$167,812,592 55
Expenditure during the year ended December 31, 1921..	596,451 03
Making the total cost on December 31, 1921..	$168,409,018 58

The gross earnings and working expenses for the year ended December 31, 1921, compare as follows:—

Gross earnings..	$ 14,585,286 04
Working expenses (including $600,000 rental Lake Superior Branch..	15,697,234 75
Deficiency..	$ 1,111,948 71

Moncton and Buctouche Railway

This railway extends from Moncton to Buctouche and is 29.93 miles in length.

The cost of road and equipment to December 31, 1920	$ 149,615 75
Expenditure during the year ended December 31, 1921	106,395 35
Making the total cost on December 31, 1921	$ 256,011 10
Gross earnings	$ 53,165 91
Working expenses	98,043 60
Deficiency	$ 44,877 69

Salisbury and Albert Railway

This railway extends from Salisbury to Albert and is 44.77 miles in length.

The cost of road and equipment to December 31, 1920	$ 215,385 10
Expenditure during the year ended December 31, 1921	279,536 61
Making the total cost on December 31, 1921	$ 494,925 71
Gross earnings	$ 58,488 97
Working expenses	$ 117,870 87
Deficiency	$ 59,381 90

Elgin and Havelock Railway

This railway extends from Petitcodiac to Havelock and from Petitcodiac to Elgin and is 26.11 miles in length.

The cost of road and equipment to December 31, 1920	$ 84,674 15
Expenditure during the year ended December 31, 1921	52,414 27
Making the total cost on December 31, 1921	$ 137,088 42
Gross earnings	$ 20,729 52
Working expenses	60,900 19
Deficiency	$ 40,170 67

St. Martins Railway

This railway extends from Hampton to St. Martins and is 28.73 miles in length.

The cost of road and equipment to December 31, 1920	$ 217,313 65
The expenditure during the year ended December 31, 1921	70,527 82
Making the total cost on December 31, 1921	$ 287,841 47
Gross earnings	$ 23,288 76
Working expenses	66,677 23
Deficiency	$ 43,388 47

York and Carleton Railway

This railway extends from Cross Creek to Stanley and is 5.46 miles in length.

The cost of road and equipment to December 31, 1920	$ 22,047 85
The expenditure during the year ended December 31, 1921	6,992 56
Making the total cost on December 31, 1921	$ 29,040 41
Gross earnings	$ 7,957 07
Working expenses	24,429 02
Deficiency	$ 16,471 95

NOTE.—Gross earnings and working expenses include operation of motor-car between Cross Creek and Stanley in passenger service.

Quebec and Saguenay Railway

This railway extends from St. Joachim to Murray Bay and is 62.31 miles in length.

The cost of road and equipment to December 31, 1920	$	587,429 50
The expenditure during the year ended December 31, 1921		33,628 93
Making the total cost on December 31, 1921	$	621,058 43
Gross earnings	$	129,557 95
Working expenses		163,362 18
Deficiency	$	33,804 23

Caraquet and Gulf Shore Railway

This railway extends from Gloucester Junction to Tracadie and from Pokemouche Junction to Shippegan and is 80.01 miles in length.

The cost of road and equipment to December 31, 1920	$	79,600 00
The expenditure during the year ended December 31, 1921		433,352 84
Making the total cost on December 31, 1921	$	512,952 84
Gross earnings	$	99,170 02
Working expenses		262,111 41
Deficiency	$	162,941 39

Lotbiniere and Megantic Railway

This railway extends from Lyster to Deschaillons and is 29.59 miles in length.

The cost of road and equipment to December 31, 1920	$	9,840 00
The expenditure during the year ended December 31, 1921		333,748 77
Making the total cost on December 31, 1921	$	343,588 77
Gross earnings	$	14,591 41
Working expenses		41,240 69
Deficiency	$	26,649 28

Cape Breton Railway

This railway extends from Point Tupper to St. Peters and is 30.64 miles in length.

The cost of road and equipment to December 31, 1920	$	4,470 65
The expenditure during the year ended December 31, 1921		100,000 00
Making the total cost on December 31, 1921	$	104,470 65
Gross earnings	$	24,853 93
Working expenses		50,092 07
Deficiency	$	25,238 14

Hudson Bay Railway

This railway extends from The Pas, a distance of 238.17 miles, of which 214.0 miles is under operation.

There was expended on account of construction and betterments during the year ended December 31, 1921	$	61,030 48
Gross earnings	$	29,475 26
Working expenses	$	101,396 34
Deficiency	$	71,921 08

St. John and Quebec Railway

This railway extends from Centreville to Westfield Beach and is 158.11 miles in length, not including 13.96 miles running right Westfield Beach to St. John.

The gross earnings and working expenses for the year ended December 31, 1921, compare as follows:—

Gross earnings	$ 247,098 56
Working expenses	438,445 07
Deficiency	$ 191,346 51
In addition to above amount 40 per cent of gross earnings charged to rental was	124,698 09
Total deficit	$ 316,044 60

CANADIAN GOVERNMENT RAILWAYS

Statement showing miscellaneous rolling stock charged against rolling stock vote for the calendar year ended December 31, 1921.

Locomotives		$ 106,000 43
Freight cars—(Safety appliances to freight cars)		280 85
Passenger—		
Postal cars equipped with steel underframes	$4,486 31	
Compartment observation car (converted)	6,283 81	
Sleeper and café parlor car (converted)	6,428 40	
Baggage and smoker (converted)	7,998 68	
Café coach (converted)	491 05	
		25,688 25
Work equipment		49,792 13
Miscellaneous		1,076 06
		$ 182,837 72

Fatal Accidents

The number of fatal accidents on the Canadian Government Railways amounted to thirty-one, of which twelve were employees, two passengers and seventeen others, the railway being exonerated in twenty-eight cases.

W. A. KINGSLAND,
General Manager.

CANADIAN GOVERNMENT RAILWAYS

Telegraph Report

Statement showing miles of railway operated by the Canadian Government Railways, by telegraph, by telephone and by both during the year ending December 31, 1921.

Railways	Telegraph	Telephone	Telegraph and Telephone	Pole Mileage	Wire Mileage
National Transcontinental	1,559·98	423·84	6·50	1,989·32	6,519·00
Intercolonial	852·43	490·99		212·35	5,104·32
Prince Edward Island	229·08	47·70		57·55	103·96
International Railway of New Brunswick			105·73	105·73	211·46
Salisbury and Albert	44·77			44·77	44·77
St. John and Quebec		157·86		157·86	315·72
Moncton-Buctouche					
Elgin and Havelock					
York and Carleton					
Cape Breton		31·00		31·00	31·00
Lotbiniere and Megantic		30·00		30·00	30·00
Quebec and Saguenay			67·4		151·6
Caraquet and Gulf Shore			73·16	12·00	73·16
Canada Eastern	109·75				109·75
Hudson Bay Railway	332·00			332·00	664·00
Dartmouth and Deans		66·16		66·16	66·16

CANADIAN GOVERNMENT RAILWAYS

STATEMENT SHOWING EARNINGS, EXPENDITURE AND DEFICIT FOR THE YEAR ENDING DECEMBER 31, 1921.

Operating Expenses—		
Maintenance of way and structures	$ 10,393,395 17	
Maintenance of equipment	10,032,801 58	
Traffic expenses	721,060 91	
Transportation—Rail line	24,224,332 37	
Transportation—Water line	7,875 99	
Miscellaneous operations	660,304 20	
General expenses	511,831 95	
Total operating expenses		46,551,602 67
Operating Revenue—		
Freight	$ 29,140,446 61	
Passenger	7,597,928 20	
Mails and express	2,250,610 07	
Miscellaneous	1,051,507 82	
Incidental	909,421 40	
Joint facility	14,389 82	
Total operating revenue		40,964,303 92
Net operating deficit		$ 5,587,298 75
Charges to Income—		
Railway tax accruals	$ 35,743 87	
Rental leased lines	604,740 00	
Joint facility rents	240,325 71	
		880,809 58
		$ 6,468,108 33
Credits to Income—		
Hire of equipment	$ 381,031 28	
Income—Lease of road	28,125 00	
Miscellaneous	48,196 18	
		457,352 46
Net deficit		$ 6,010,755 87

CANADIAN GOVERNMENT RAILWAYS

CAPITAL ACCOUNT, YEAR ENDING DECEMBER 31, 1921

Intercolonial Railway—		
To cost of Intercolonial Railway to December 31, 1920	$142,672,840 23	
Construction and betterments	2,479,224 15	
		$145,152,064 38
Prince Edward Island Railway—		
Cost of railway to December 31, 1920	$ 12,806,036 27	
Construction and betterments	30,086 29	
		12,836,122 56
New Brunswick and Prince Edward Island Railway—		
Cost of Railway to December 31, 1920	$ 618,314 86	
Construction and betterments	170,636 10	
		788,950 96
International Railway—		
To cost of Railway to December 31, 1920	$ 2,896,354 43	
Construction and betterments	39,709 86	
		2,936,064 29
National Transcontinental Railway—		
To cost of railway to December 31, 1920	$167,812,567 55	
Construction and betterments	596,451 03	
		168,409,018 58

Moncton and Buctouche Railway—			
To cost of railway to December 31, 1920..	$ 149,615 75		
Construction and betterments..	106,395 35		
			256,011 10
Salisbury and Albert Railway—			
To cost of railway to December 31, 1920..	$ 215,389 10		
Construction and betterments..	132,360 69		
Account purchase price..	147,175 92		
			494,925 71
St. Martins Railway—			
To cost of railway to December 31, 1920..	$ 217,313 65		
Construction and betterments..	56,053 28		
Account purchase price..	14,474 54		
			287,841 47
Elgin and Havelock Railway—			
To cost of railway to December 31, 1920..	$ 84,674 15		
Construction and betterments..	16,345 88		
Account purchase price..	36,068 39		
			137,088 42
York and Carleton Railway—			
To cost of railway to December 31, 1920..	$ 22,047 85		
Construction and betterments..	236 30		
Account purchase price..	6,756 26		
			29,040 41
Quebec and Saguenay Railway—			
To cost of railway to December 31, 1920..	$ 587,429 50		
Construction and betterments..	33,628 93		
			621,058 43
Caraquet and Gulf Shore Railway—			
To cost of railway to December 31, 1920..	$ 79,600 00		
Construction and betterments..	287,282 77		
Account purchase price..	146,070 07		
			512,952 84
Lotbinière and Megantic Railway—			
To cost of railway to December 31, 1920..	$ 9,840 00		
Construction and betterments..	9,894 09		
Account purchase price..	323,854 68		
			343,588 77
Cape Breton Railway—			
Construction and betterments..	$ 4,470 65		
Account purchase price..	100,000 00		
			104,470 65
Hudson Bay Railway—			
Construction and betterments..	$ 61,030 48		
			61,030 48
Canadian Government Railways—			
Rolling stock to December 31, 1920..	$ 39,542,544 52		
Expenditure..	182,837 72		
			39,725,382 24
Rail loan account..	$ 127,326 51		
Branch lines aid suspense..	57,691 21		
Capital suspense—Vale Railway..	49,234 31		
Capital suspense—Miscellaneous..	37,693 62		
Capital suspense—Hudson's Bay Railway..	870 72		
Branch lines purchased—Balance of Purchase account—			
Moncton and Buctouche Railway....	$ 70,000 00		
Caraquet and Gulf Shore Railway..	50,000 00		
	120,000 00		
	$ 392,816 37		
DEDUCT—			
Capital account — Overseas rails..	$682,039 93		
Capital account — Moncton and Buctouche Ry.	5,713 40		
	687,753 33		
			294,936 96
			$372,400.674 33

CANADIAN GOVERNMENT RAILWAYS

Summary of Revenue and Expenses, Year Ended December 31, 1921

—	Revenue	Expenses	Deficit	Surplus
	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial Railway	24,605,887 19	28,353,435 33	3,747,548 14	
Prince Edward Island Railway	888,394 77	1,514,808 99	626,414 22	
Transcontinental Ry.—Eastern Lines	6,851,460 88	8,835,022 60	1,983,561 72	
Transcontinental Ry.—Western Lines	7,733,825 16	6,862,212 15		871,613 01
Moncton and Buctouche Railway	53,165 91	98,043 60	44,877 69	
Elgin and Havelock Railway	20,729 52	60,900 19	40,170 67	
St. Martins Railway	23,288 76	66,677 23	43,388 47	
York and Carleton Railway	7,957 07	24,429 02	16,471 95	
Salisbury and Albert Railway	58,488 97	117,870 87	59,381 90	
Lotbiniere and Megantic Railway	14,591 41	41,240 69	26,649 28	
Caraquet and Gulf Shore Railway	99,170 02	262,111 41	162,941 39	
Cape Breton Railway	24,853 93	50,092 07	25,238 14	
Quebec and Saguenay Railway	129,557 95	163,362 18	33,804 23	
Hudson Bay Railway	29,475 26	101,396 34	71,921 08	
	40,540,846 80	46,551,602 67	6,882,368 88	871,613 01

CANADIAN GOVERNMENT RAILWAYS

Revenue Account, Year Ended December 31, 1921

Working Expenses		*Earnings*		
Maintenance of way and structures	$10,393,395 17	Freight traffic		$29,457,372 27
Maintenance of equipment	10,032,801 58	Passenger traffic		8,971,051 13
Traffic expenses	721,060 91	Mails, express, etc.		2,336,132 12
Transportation rail line	24,224,332 87			$40,764,555 52
Transportation water line	7,875 99	Less—		
Miscellaneous operations	660,304 20	Rentals	$604,740 00	
General expenses	511,831 95	Hire of equipment, Cr.	381,031 28	
				223,708 72
				$40,540,846 80
		Balance		6,010,755 87
	$46,551,602 67			$46,551,602 67

CANADIAN GOVERNMENT RAILWAYS

(INCLUDING ST. JOHN AND QUEBEC RAILWAY)

GENERAL BALANCE, YEAR ENDED DECEMBER 31, 1921

DEBIT			CREDIT	
Investment in road and equipment		$372,400,674 33	Advances for road and equipment	$369,408,222 51
Receiver General Provident Fund Account		610,546 88	Advances for material and open accounts	20,466,498 55
General stores		9,280,228 40	Intercolonial and Prince Edward Island Employees Provident Fund account	610,546 88
Loss and damage freight suspense—East		34,154 48	Dominion of Canada — Advances for operating deficit	6,326,800 47
Loss and damage freight suspense—West		3,137 49	Freight in transit	145,875 48
Cash in transit		634,140 83	Vouchers	9,707,832 77
Station agents		571,659 13	Equipment renewals	1,147,307 54
Victory Loan suspense		23,352 96	Fire renewal account	67,962 41
Sleeping and dining car clearing account		70,360 15	Rail renewal account	52,411 38
Unadjusted debits and credits—			Apprentice Fund	1,071 18
Operating expenses	$766,911 84		Government sales tax	6,257 32
Capital	6,428 40		I. & C. suspense ledger	2,229,557 96
		773,340 24	Branch lines purchase account	120,000 00
Income account—Deficit for year		6,326,880 47	Stores suspense	40,797 80
Receiver General deficit for year 1921—Unpaid		1,359,415 58	Reserve for bad and doubtful debts	100,000 00
Unadjusted debits and credits reserve for bad debts		100,000 00	St. John and Quebec Railway	25,564 51
Equipment pool suspense		112,427 62	Surcharge account—Freight	140,176 96
Bank of Montreal — General account		1,447,460 08	Surcharge account — Passenger	6,175 89
Bank of Montreal — Special account		4,657,873 17	Grand Trunk Pacific suspense rental	100,000 00
Individuals and companies ledger		12,062,365 64	Auditor disbursements — Suspense	84,775 28
Car service ledger		405,358 62	Traffic ledger	158,157 95
Rents ledger		19,825 91	Auditors' suspense	28,113 27
Advances		80,484 13		
		$410,974,106 11		$410,974,106 11

MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

CANADIAN GOVERNMENT RAILWAYS

(INCLUDING ST. JOHN AND QUEBEC RAILWAY)

General Stores Account, Year Ended December 31, 1921

Debit			Credit		
To Balance December 31, 1920.		$ 9,760,011 34	By Issues during year ending December 31, 1921.. ..	$23,121,811 98	
Purchases for year ending December 31, 1921	$23,925,559 76		Sales of material, fuel, etc.	7,910,929 31	
Charges from other departments.	6,415,260 48		Sales of material..	356,988 65	
Labour	326,831 92				$31,389,729 94
Staff pay-rolls.	242,244 84		Balance—		
		30,909,947 00	Ordinary stores, including fuel.	$ 6,302,912 80	
			Roadway and bridge material.. ..	2,977,315 60	
					9,280,228 40
		$40,669,958 34			$40,669,958 34

CANADIAN GOVERNMENT RAILWAYS

Statement of Cash Received, Year Ended December 31, 1921

Debit		Credit		
To Balance on hand January 1, 1921..	$ .02	By amounts deposited in Bank of Montreal, Moncton, during year ended December 31, 1921—		
Amounts received during year and credited as follows—		General account.		$55,073,159 70
Station agents	39,143,721 09	Special account..		12,674,022 74
Traffic ledger..	9,889,087 15	Amount transferred to miscellaneous revenue to adjust difference in account..		02
Car service ledger	820,384 86			
Individuals and companies ledger..	11,779,096 91			
Rents ledger	103,522 11			
General ledger	6,011,360 32			
	$67,747,182 46			$67,747,182 46

CANADIAN GOVERNMENT RAILWAYS

Rail Renewal Account, Year Ending December 31, 1921

On January 1, 1921, there was a balance to the credit of rail renewal account of	$52,411 38
Nothing has been charged during the year against the above amount.	
Leaving a credit balance to the credit of the rail renewal account on December 31, 1921, of	$52,411 38

CANADIAN GOVERNMENT RAILWAYS

Fire Renewal Account, Year Ended December 31, 1921

On January 1, 1921, there was a balance to the credit of the fire renewal account of	$86,700 71
There was credited during the year for an overcharge the previous year	2,963 94
	$89,664 65
There has been charged during the year against the above amount	21,702 24
Leaving a credit balance to the credit of the fire renewal account on December 31, 1921, of	$67,962 41

CANADIAN GOVERNMENT RAILWAYS

Equipment Renewal Account, Year Ended December 31, 1921

	Dr.	Cr.
There was a credit balance at January 1, 1921, to the credit of equipment renewal account of		$1,052,421 29
Cash received from sale of old rolling stock and machinery		97,207 93
		$1,149,629 22
There has been charged during the year against the above account for rolling stock repaired and changed.		
Changing twenty hospital cars to bagagge and smoking cars	$2,321 68	
		2,321 68
Leaving a credit balance to the credit of equipment renewal account on December 31, 1921, of		$1,147,307 54

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY

Rental Account, Year Ended December 31, 1921

Debit			Credit		
1921			1921		
Dec. 31.	To interest for one year to December 1, 1921	$3,540	Dec. 31.	By Dominion of Canada.	$3,540

NATIONAL TRANSCONTINENTAL RAILWAY

Rental Account, Year Ended December 31, 1921

Debit			Credit		
1921 Dec. 31.	To amount paid Grand Trunk Pacific Railway for rental Lake Superior Branch from January 1, to December 31, at $50,000 per month.	$600,000 00	1921 Dec. 31.	By Dominion of Canada.	$600,000 00
		$600,000 00			$600,000 00

VALE RAILWAY

Rental Account, Year Ended December 31, 1921

Debit			Credit		
1921 Dec. 31.	To amount paid Acadia Coal Company for one year's rental of Vale Railway to April 30, 1921..	$ 1,200 00	1921 Dec. 31.	By Dominion of Canada.	$1,200 00
		$1,200 00			$1,200 00

SAINT JOHN AND QUEBEC RAILWAY

Earnings, Expenditure and Deficit, Year Ended December 31, 1921

Operating Expenses—		
Maintenance of way and structures..	$224,772 53	
Maintenance of equipment..	37,524 92	
Traffic expenses..	2,859 35	
Transportation rail line..	169,037 25	
General expenses..	4,251 02	
Total operating expenses..		$438,445 07
Operating Revenue—		
Freight..	$205,459 60	
Passenger..	90,144 02	
Mails and express	11,073 76	
Miscellaneous..	1,202 25	
Incidental..	3,131 29	
Total operating revenue..		311,010 92
Net operating deficit..		$127,434 15
Charges to Income—		
Rentals..	$124,698 09	
Hire of equipment..	64,518 83	
	$189,216 92	
Miscellaneous credit..	606 47	
		188,610 45
Net deficit..		$316,044 60

SAINT JOHN AND QUEBEC RAILWAY

Revenue Account, Year Ended December 31, 1921

Expenditure		Earnings	
Maintenance of way and structures	$224,772 53	Freight	$207,232 57
Maintenance of equipment	37,524 92	Passenger	91,274 98
Traffic	2,859 35	Mails, express, etc	13,109 84
Transportation of rail line	169,037 25		$311,617 39
General	4,251 02	Less—	
	$438,445 07	Hire of equipment	64,518 83
Rental	124,698 09		$247,098 56
		Balance	316,044 60
	$563,143 16		$563,143 16

SAINT JOHN AND QUEBEC RAILWAY

Statement of Cash Received, Year Ended December 31, 1921

Debit		Credit	
To Balance on hand January 1, 1921	Nil	By Amounts deposited in Bank of Montreal, Moncton, during year ended December 31, 1921—	
Station agents	$323,122 80	General account	$521,032 36
Traffic ledger	31,709 55	Special account	554 96
I. & C. ledger	17,025 46		
Rents ledger	393 42		
General legder	140,336 09		
	$521,587 32		$521,587 32

CANADIAN

STATEMENT OF AVERAGES,

		Intercolonial Railway	P. E. Island Railway	National Transcontint'l Railway	Moncton & Buctouche Railway	Elgin and Havelock Railway	Hampton & St. Mary Railway
1	Mileage of railway	1,670 38	275 99	2,006 73	29 93	26 11	28 73
2	Total engine mileage	8,690,084	435,054	4,329,553	21,064	18,059	19,162
3	Total train mileage	6,794,045	343,199	3,744,231	20,096	16,927	18,195
4	Total car mileage	109,885,094	2,512,378	105,494,587	126,559	52,502	60,178
	Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
5	Transportation—Rail	24,326,641 41	888,394 77	14,585,286 04	53,165 91	20,729 52	23,288 76
6	Transportation—Water						
7	Incidentals	279,245 78					
	Total	24,605,887 19	888,394 77	14,585,286 04	53,165 91	20,729 52	23,288 76
	Operating Expenses—						
8	Transportation—Rail	28,345,559 34	1,514,808 99	15,697,234 75	98,043 60	60,900 19	66,677 23
9	Transportation—Water	7,875 99					
	Total	28,353,435 33	1,514,808 99	15,697,234 75	98,043 60	60,900 19	66,677 23
	Ratio of Earnings to Gross Earnings—	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
10	Earnings from transportation—rail	98 87	100 00	100 00	100 00	100 00	100 00
11	" " " water						
12	" Incidentals	1 13					
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
13	Earnings per mile of railway	14,730 71	3,218 94	7,268 19	1,776 34	793 93	810 61
14	" engine mile	2 83	2 04	3 37	2 52	1 15	1 22
15	" train mile	3 68	2 59	3 90	2 65	1 22	1 28
16	" car mile.....cts.	22 39	35 36	13 83	42 01	39 49	38 70
	Ratio of expenses to gross earnings—	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
17	Rail	115 20	170 51	107 62	184 41	293 78	286 31
18	Water						
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
19	Expenses per train mile	4 17	4 41	4 19	4 88	3 60	3 66
20	Expenses per mile of railway	16,969 53	5,488 64	7,822 29	3,275 76	2,332 45	2,320 82
21	Repairs of locomotives	2,234,966 38	72,849 91	1,252,724 21	3,360 43	2,882 85	3,021 60
22	Repairs of freight cars	1,688,895 39	28,965 53	1,782,472 34	1,522 40	618 17	797 09
23	Repairs of passenger cars	1,211,292 21	49,622 17	503,670 83	2,359 24	882 72	952 34
24	Coast of repairs per locomotive	5,590 84	3,469 04	6,140 80	1,680 21	2,882 85	1,510 80
25	Cost of repairs per freight car	139 78	46 49	141 72	152 24	61 82	99 64
26	Cost of repairs per passenger car	2,121 61	1,102 71	3,730 17	1,179 62	441 36	952 34

Intercolonial Railway train and car miles each include 17.986 miles for electric car.
York & Carleton Railway train and car mileage each include 2.789 miles for motor car.
Canadian Government Railways train and car mileage each include 20.775 miles for electric and motor car.
Operating expenses includes 40 p.c. gross earnings paid St. John & Quebec Railway Company.

SESSIONAL PAPER No. 32

GOVERNMENT RAILWAYS

Year Ended December 31, 1921

York and Carlton Railway	Salisbury and Albert Railway	Quebec and Saguenay Railway	Lotbinière & Megantic Railway	Caraquet and G. S. Railway	Cape Breton Railway	Hudson Bay Railway	Canadian Government Railways	St. John and Quebec Railway	
5.46	44.77	92.71	29.59	80.01	30.64	238.17	4,559.22	172.07	1
5,831	34,389	49,156	10,480	65,236	23,300	9,419	13,710,778	174,768	2
7,223	33,279	47,655	10,022	60,681	19,282	9,419	11,124,254	165,668	3
12,886	182,074	331,698	47,188	387,231	58,119	105,411	219,255,905	964,460	4
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
7,957 07	58,488 97	129,557 95	14,591 41	99,170 02	24,853 93	29,475 26	40,261,601 02	247,098 56	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	279,245 78	.....	7
7,957 07	58,488 97	129,557 95	14,591 41	99,170 02	24,853 93	29,475 26	40,540,846 80	247,098 56	
24,429 02	117,870 87	163,362 18	41,240 69	262,111 41	50,092 07	101,396 34	46,543,726 68	563,143 16	8
.....	.....	.....	.....	.....	.....	.....	7,875 99	.....	9
24,429 02	117,870 87	163,362 18	41,240 69	262,111 41	50,092 07	101,396 34	46,551,602 67	563,143 16	
p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	
100.00	100.00	100.00	100.00	100.00	100.00	100.00	99.31	100.00	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	0.69	.....	12
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,457 34	1,306 43	1,397 45	493 12	1,239 47	811 16	123 76	8,892 06	1,436 03	13
1 36	1 70	2 64	1 39	1 52	1 07	3 13	2 96	1 41	14
1 10	1 76	2 72	1 45	1 63	1 29	3 13	3 64	1 49	15
61 75	32 12	39 06	30 92	25 61	42 76	27 96	18 49	25 62	16
p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	
307 01	201 55	126 28	282 64	264 30	201 55	344 00	114 81	227 90	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
3 88	3 54	3 43	4 12	4 32	2 60	10 77	4 18	2 65	19
4,474 18	2,632 81	1,762 08	1,393 74	3,275 98	16,348 86	425 73	10,208 70	3,272 76	20
950 13	5,537 79	8,312 64	1,667 38	11,620 61	3,637 84	581 75	3,602,113 52	34,917 71	21
72 42	2,354 59	3,650 79	395 96	5,264 36	459 38	458 69	3,515,927 11	40 80	22
238 89	2,926 31	6,834 70	1,339 61	5,704 06	1,904 23	.....	1,787,727 31	2,266 41	23
950 13	1,845 93	2,078 16	1,667 38	2,905 15	3,637 84	No return	5,540 82	†	24
10 35	35 68	146 03	39 60	75 21	30 62	"	136 76	†	25
238 89	1,463 15	976 39	669 80	1,901 35	317 37	"	2,297 85	†	26

† Included in Intercolonial Railway.

CANADIAN

SUMMARY of the Passenger and Freight Traffic of the Canadian Government

		Intercolonial Railway	Prince Edward Island Railway	Transcontinental Railway	M. & B. Railway	S. & A. Railway	E. & H. Railway
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Passenger traffic	6,194,635 67	236,506 63	2,390,021 85	18,649 71	10,435 00	5,045 49
2	Freight traffic	16,084,020 52	555,955 10	12,519,889 65	31,551 03	45,309 24	14,158 50
3	Mails and express	1,870,646 05	84,820 88	265,163 76	3,848 69	6,918 60	2,435 53
4	Miscellaneous	182,079 17	20,367 45	66,588 18	48 00	167 50	10 00
5	Joint facility No 151			14,388 32			
	Total	24,331,381 41	897,650 06	15,266,051 76	54,097 43	62,830 34	21,649 52
6	Income account—Rental (misc.)	33,547 53	1,268 23	12,891 12	90 48	302 63	
7	" " " (joint facility)	63,801 78		179,307 93			
8	" " " taxes	9,619 89		26,115 79			
9	" " " leased lines	4,740 00		600,000 00			
10	Income from lease of road	28,125 00					
	Total	24,314,892 27	898,918 29	14,463,519 16	54,187 91	63,132 97	21,649 52
11	Hire of equipment	290,994 92	10,523 52	121,766 88	1,022 00	4,644 00	920 00
12	Net revenue	24,605,887 19	888,394 77	14,585,286 04	53,165 91	58,488 97	20,729 52
	Passenger Statement						
	Local traffic—						
13	Number of passengers	4,199,483	298,355	1,272,983	29,101	13,012	14,746
14	Mileage	152,747,094	7,054,846	36,243,181	636,787	310,834	161,416
	Through traffic—						
15	Number of passengers	265,994	35,468	124,466	7	61	2
16	Mileage	58,264,143	1,699,316	38,251,558	230	1,605	26
17	Total number of passengers	4,465,477	333,823	1,397,449	29,108	13,073	14,748
18	Total mileage	211,011,237	8,754,162	74,494,739	637,017	312,439	161,442
	Freight Statement						
	Local traffic—						
19	Tons	2,025,784	64,587	589,603	13,511	31,174	11,192
20	Mileage	319,638,233	2,610,230	148,378,139	299,468	704,528	116,047
	Through traffic—						
21	Tons	2,996,787	135,492	3,994,864	4,109	14,927	1,618
22	Mileage	904,854,618	7,546,592	1,316,345,538	125,086	391,434	21,612
23	Total tons	5,022,571	200,079	4,584,467	17,620	46,101	12,810
24	Total mileage	1,224,492,851	10,156,822	1,464,723,677	424,554	1,095,962	137,659

SESSIONAL PAPER No. 32

GOVERNMENT RAILWAYS

Railways and St. John and Quebec Railway, Year ending December 31, 1921

St. Martins Railway	York and Carleton Railway	Cape Breton Railway	C. & G. S. Railway	Q. & S. Railway	L. & M. Railway	Hudson Bay Railway	Canadian Government Railways	St. John and Quebec Railway	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
5,627 10	2,185 59	7,697 62	25,979 49	66,402 73	3,467 80	4,396 45	8,971,051 13	91,274 98	1
16,976 94	5,914 87	15,614 84	77,090 37	55,629 22	11,699 16	23,562 83	29,457,372 27	207,232 57	2
2,017 59	297 61	2,255 47	4,341 49	7,362 18	250 24	251 98	2,250,610 07	11,073 76	3
12 78	20 00	.....	195 54	105 07	50 00	1,264 00	270,882 13	1,429 61	4
.....	.....	.....	.....	.....	.....	.....	14,388 32	.....	5
24,608 85	8,418 07	25,567 93	107,606 89	129,499 20	15,467 20	29,475 26	40,964,303 92	311,010 92	
18 91	.....	4 00	77 13	46 25	50 40	.....	48,196 18	606 47	6
.....	.....	.....	.....	2,784 00	.....	.....	240,325 71	.....	7
.....	.....	.....	.....	.....	8 19	.....	35,743 87	.....	8
.....	.....	.....	.....	.....	.....	.....	604,740 00	.....	9
.....	.....	.....	.....	.....	.....	.....	28,125 00	.....	10
24,627 76	8,418 07	25,653 93	107,684 02	132,236 95	15,509 41	29,475 26	40,159,815 52	311,617 39	
1,339 00	461 00	710 00	8,514 00	2,679 00	918 00	.....	381,031 28	64,518 83	11
23,288 76	7,957 07	24,853 93	99,170 02	129,557 95	14,591 41	29,475 26	40,540,846 80	247,098 56	12
10,815	9,052	9,933	16,940	17,826	7,126	1,016	5,900,388	81,673	13
177,245	52,274	205,149	666,304	330,888	95,827	82,514	198,764,359	2,776,076	14
1	45	454	74	34,953	246	.....	461,771	1,403	15
30	270	13,669	4,816	1,640,261	5,019	.....	99,880,943	104,288	16
10,816	9,097	10,387	17,014	52,779	7,372	1,016	6,362,159	83,076	17
177,275	52,544	218,818	671,120	1,971,149	100,846	82,514	298,645,302	2,880,364	18
15,445	3,285	10,214	29,506	2,985	5,502	1,532	2,804,320	32,108	19
218,967	19,355	240,090	1,433,567	58,801	71,496	121,545	473,910,466	1,541,467	20
1,103	3,247	1,569	18,088	38,025	3,823	.....	7,213,652	92,084	21
29,679	18,871	47,934	1,163,346	1,774,502	44,588	.....	2,232,363,800	4,674,263	22
16,548	6,532	11,783	47,594	41,010	9,325	1,532	10,017,972	124,192	23
248,646	38,226	288,024	2,596,913	1,833,303	116,084	121,545	2,706,274,266	6,215,730	24

REPORT OF THE AUDITOR OF STORES AND MECHANICAL ACCOUNTS

Locomotives—Purchased on capital account	Nil
Passenger Cars—Purchased on capital account	Nil
Freight Cars—Purchased on capital account	Nil
Work Equipment—Purchased on capital account	Nil

GENERAL STATEMENT OF WORK DONE IN THE CANADIAN GOVERNMENT RAILWAY SHOPS, JANUARY 1, 1921, TO DECEMBER 31, 1921

Locomotive Department—	
Locomotives rebuilt	40
" repaired	492
" converted to superheater	21
" equipped with latest type electric headlight	33
" equipped with power reverse gear	8
" equipped with brick arch tubes	111
" equipped with coal pushers	11
" equipped with 8½" cross compound pump	15
" equipped with coal boxes	27
" equipped with air fire doors	7
" equipped with automatic driving box wedges	6
" equipped with power grate shakers	3
" equipped with Okadee front end hinges	14
" qeuipped with handrails	45
" and tenders painted	188
" boilers tested	66
" fire boxes patched	6
Tender tanks, tender frames, largely rebuilt	6
Repairs to Work Equipment—	
Ditchers	12
Steam shovels	19
Ledgerwood unloaders	6
Spreaders	9
Pile drivers	7
Well boring machines	2
Rail loaders	7
Ballast plough	8
Concrete mixers	1
Yard—Coal and wreck cranes	33
Hoisting engine	5
Jordan spreaders	3
Snow plough	1
Gas compressor	1
Vertical high-speed engines	2
Car Department—	
Built	Nil
Purchased	Nil
Cars Remodelled—	
Second-class to auxiliary	1
Box to pulp-wood	76
Sleeper to compartment observation car	1
Box to flanger	5
Flat to flanger	10
Flat to road repair car	1
Cars Repaired—	
Passenger cars—Heavy	659
" " Light	491
Freight and work cars	13,896
Cars equipped with safety appliances	268
" " " steel draft arms	1,077
" " " Winslow roofs	32
" " " Hutchins steel roofs	39
" " " inside metal roofs	90
Passenger cars equipped with steel underframes—Business	2
" " " " " " Postal	1
" " " " " " Passenger	7
Cars equipped with Economy draft arms	573
" " " Universal draft arms	155
" " " short draft arms (Man. Steel Fdy.)	84

REPORT OF THE AUDITOR OF STORES AND MECHANICAL ACCOUNTS.—*Con.*

New Machinery Installed in Shops—

Moncton	1-600-ton driving wheel press 1-Split pattern moulding machine 1-10-ton overhead travelling crane 1-Southwark flue welder for welding superheater tubes 1-96-inch tire boring mill 1-Ryerson hot saw and tube expander 1-42-inch coach wheel lathe 1-80-inch driving wheel lathe.
St. Malo	6-Jib cranes 1-Annealing welding outfit 1-Tip-it welding outfit 6-New electric motors.
Transcona	1-20" light drill 1-Standard cylinder boring bar 1-Wood chopping hog 1-Coil winding equipment 3-Rivet heating furnaces 1-Heavy type acetylene generator.

Shop machinery and tools at all points were repaired and kept in good working condition.

Cars of all descriptions were kept in proper condition for traffic and were painted and repaired when necessary.

Safety appliances were kept in good repair and new ones installed where necessary.

Reclamation plant was put in operation at Moncton in July, 1920, and large quantities of material reclaimed and made serviceable.

W. C. ROBERTS,
Auditor of Stores and Mechanical Accounts.

CANADIAN NATIONAL RAILWAYS

Canadian Government Railway—Eastern and Western Lines

Statement Showing the Number of Locomotives and the Various Classes of other Rolling Stock on the Lines, December 31, 1920, and December 31, 1921

	Passenger Cars															Freight Cars															
	Locomotives	Sleeping	Parlour	Dining	Colonist	1st Class	2nd Class	Postal	Baggage	Hospital	Vision Test	Box Baggage	Air Brake Inspection	Steam Motor	Total Passenger Cars	Box	Refrigerator	Platform	Oil Tank	Pitch Tank	Hopper	Gondola	20-ton Coal	Hart-Otis	Stock	Hart Convertible	Pulpwood	Pit Cars	Eastman Heaters	Caboose	Total Freight Cars
On hand serviceable and repairing, December 31, 1920	756	77	30	21	63	176	108	44	121	2	1	25	1	0	669	16,308	381	2,312	60	20	102	381	6	923	1,238	1,118	1,035	4	199	388	24,475
To be replaced, December 31, 1920	11	2	...	...	...	2	5	2	5	...	...	1	...	1	18	207	24	1,473	2	...	651	256	368	1	23	9	27	...	1	26	3,068
Total equipment, December 31, 1920	768	79	30	21	63	178	113	46	126	2	1	26	1	1	687	16,515	405	3,785	62	20	753	637	374	924	1,261	1,127	1,062	4	200	414	27,543
Converted on capital—2 official to baggage and smoker, 1 sleeping to observation, 1 tourist to baggage and smoker, 1 first-class to dynamo-meter, 5 box to flangers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Converted on maintenance—76 box to pulp, 10 flat to flangers, 1 flat to road repair	...	...	...	...	*1*	*1*	...	...	3	...	...	...	...	...	3 *2*	*81*	...	*11*	...	...	...	...	...	...	...	76	...	...	...	76 *92*
Total equipment, December 31, 1921	768	79	30	21	62	177	113	46	129	2	1	26	1	1	688	16,434	405	3,774	62	20	753	637	374	924	1,261	1,127	1,138	4	200	414	27,527
To be replaced, December 31, 1920, as above	11	2	...	...	...	2	5	2	5	...	...	1	...	1	18	207	24	1,473	2	...	651	256	368	1	23	9	27	...	1	26	3,068
Condemned, year ending December 31, 1921	3	...	...	...	...	...	1	...	2	...	...	...	...	...	3	87	5	40	...	...	...	79	...	...	10	4	10	...	1	6	242
Total condemned and destroyed to December 31, 1921	14	2	...	...	...	2	6	2	7	...	...	1	...	1	21	294	29	1,513	2	...	651	335	368	1	33	13	37	...	2	32	3,310
Replaced on equipment renewal—Nil.																															
Total to be replaced, December 31, 1921	14	2	...	...	...	2	6	2	7	...	...	1	...	1	21	294	29	1,513	2	...	651	335	368	1	33	13	37	...	2	32	3,310
Add serviceable and repairing	754	77	30	21	62	175	107	44	122	2	1	25	1	0	667	16,140	376	2,261	60	20	102	302	6	923	1,228	1,114	1,101	4	198	382	24,217
Total equipment, December 31, 1921	768	79	30	21	62	177	113	46	129	2	1	26	1	1	688	16,434	405	3,774	62	20	753	637	374	924	1,261	1,127	1,138	4	200	414	27,527

(Figures in italics are deductions.)

CANADIAN NATIONAL RAILWAYS

Canadian Government Railways—Eastern and Western Lines

Statement Showing Number of Locomotives and the Various Classes of other Rolling Stock on the Line, December 31, 1920, and December 31, 1921

| | Work Cars | | |

PRINCE EDWARD ISLAND RAILWAY

STATEMENT Showing the Number of Locomotives and the Various Classes of other Rolling Stock on the Line, on December 31, 1920, and December 31, 1921

	Locomotives	Passenger Cars							Freight Cars								Work Cars				
		First-class Passenger	Second-class Passenger	Combination Second and Baggage	Postal and Smoking	Combination Postal and Baggage	Baggage	Total Passenger Cars	Box Cars	Refrigerator Cars	Stock Cars	Oil Tank Car	Hart Convertible Cars	Coal Cars	Platform Cars	Caboose	Total Freight Cars	Dump Cars	Snow Plows	Flangers	Steam Shovels	Total Work Cars
On hand serviceable and repairing December 31, 1920	21	19	10	5	2	3	6	45	338	2	28	1	15	10	202	3	599	15	11	0	0	26
To be replaced, December 31, 1920	14	5	4	2	2	1	2	16	5	1	...	...	...	2	5	1	14	...	2	8	1	11
Total equipment, December 31, 1920	35	24	14	7	4	4	8	61	343	3	28	1	15	12	207	4	613	15	13	8	1	37
Condemned, year ending December 31, 1921	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2	...	...	...	...	...
To be replaced December 31, 1920, as above	14	5	4	2	2	1	2	16	5	1	...	...	...	2	5	1	14	...	2	8	1	11
Total to be replaced	14	5	4	2	2	1	2	16	5	1	...	...	...	4	5	1	16	...	2	8	1	11
Add serviceable and repairing	21	19	10	5	2	3	6	45	338	2	28	1	15	8	202	3	597	15	11	0	0	26
Total equipment, December 31, 1921	35	24	14	7	4	4	8	61	343	3	28	1	15	12	207	4	613	15	13	8	1	37

CANADIAN GOVERNMENT RAILWAYS

REPORT OF A. F. STEWART, CHIEF ENGINEER, FOR THE YEAR ENDED DECEMBER 31, 1921

LINE CHANGES AND NEW LINES PUT INTO OPERATION

Grade and alignment revisions commenced in 1920 on Nashwaak Subdivision were carried to completion, thus greatly facilitating the traffic on this line. There was no change in mileage in consequence of above revision.

Direct connection between Charny and Quebec bridge was completed and put into operation.

ROADBED AND TRACK

The operated mileage of Canadian Government Railways on December 31, 1921, was as follows:—

	Main Line	Second Main Line	Passing Siding	Other Passings and Spurs	Total
Western Lines	390·54	4·80	35·46	84·72	515·52
Eastern Lines	3·816·75	74·14	319·32	684·07	4,894·12
Leased Lines	203·18	.....	21·77	49·31	274·26
Joint Sections and Running Rights	57·55	37·62	.....	.....	95·17
Totals	4,468·02	116·56	376·55	818·10	5,779·07

ROADBED AND TRACK MILEAGE—*Concluded*

	Inter-colonial Railway	Prince Edward Island Railway	New Brunswick and Prince Edward Island Railway	Inter-national Railway	Moncton and Buctouche Railway	Elgin and Havelock Railway	Hampton and St. Martins Railway	York and Carleton Railway	Salisbury and Albert Railway
Main Line.....Miles	1,482·78	275·99	36·05	105·12	29·93	26·11	28·73	5·46	44·77
2nd Main Line "	72·83								
Passing Sidings "	159·13	7·72	1·72	3·09	0·67	0·48	0·49		1·33
Other Sidings and Spurs "	451·83	30·30	5·05	3·93	1·24	0·71	0·77	1·35	3·03
Total	2,166·57	314·01	42·82	112·14	31·84	27·30	29·99	6·81	49·13

	National Trans-continental Railway	St. John and Quebec Railway	Caraquet and Gulf Shore Railway	Lotbinière and Megantic Railway	Cape Breton Railway	Quebec and Saguenay Railway	Leased Lines	Joint Sections and Running rights	Total
Main Line.....Miles	1,811·69	158·11	80·01	29·59	30·64	62·31	203·18	57·55	4,468·02
2nd Main Line "	6·11							37·62	116·56
Passing Sidings "	171·08	5·19	1·89		0·49	1·50	21·77		376·55
Other Sidings and Spurs "	253·63	6·86	4·57	2·94	1·55	1·03	49·31		818·10
Totals	2,242·51	170·16	86·47	32·53	32·68	64·84	274·26	95·17	5,779·23

WEIGHT OF RAIL IN MAIN TRACK

	Inter-colonial Railway	Prince Edward Island Railway	New Brunswick and Prince Edward Island Railway	Inter-national Railway	Moncton and Buctouche Railway	Elgin and Havelock Railway	Hampton and St. Martins Railway	York and Carleton Railway	Salisbury and Albert Railway
50-lb.		108·06				18·56			
56-lb.	15·84	155·86			19·13	1·00	27·78	5·46	31·47
60-lb.				51·30					
67-lb.	183·38	0·80		40·86	1·05	6·55			3·60
67½-lb.		67·53							
70-lb.	16·21								
72-lb.									1·20
80-lb.	440·98	4·72	36·05	12·27	9·75		0·95		8·50
85-lb.	899·20			0·69					
Totals	1,555·61	336·97*	36·05	105·12	29·93	26·11	28·73	5·46	44·77

*Mileage of rails Prince Edward Island Railway includes 60·98 miles of 3rd rail track for standard and narrow gauge.

WEIGHT OF RAIL IN MAIN TRACK—*Concluded*

	National Trans-continental Railway	St. John and Quebec Railway	Caraquet and Gulf Shore Railway	Lotbinière and Megantic Railway	Cape Breton Railway	Quebec and Saguenay Railway	Leased Lines	Joint Sections and Running Rights	Totals
50-lb.			43·20						169·82
56-lb.			16·71	29·59			4·80		307·64
60-lb.					25·03	15·59	0·50		92·42
67-lb.		0·19				9·41	1·84		247·68
67½-lb.						33·89			101·42
70-lb.									16·21
72-lb.					5·61		4·34		11·15
80-lb.	1,682·05	140·42	16·10			3·42	154·05		2,509·22
85-lb.	135·75	17·50	4·00				37·65		1,094·79
Totals	1,817·80	158·11	80·01	29·59	30·64	62·31	203·18		4,550·39

RAIL AND TIE RENEWALS, BALLASTING, DITCHING— NEW SIDINGS, ETC.

Titles		Inter-colonial Railway	Prince Edward Island Railway	New Brunswick and Prince Edward Island Railway	Inter-national Railway	Moncton and Buctouche Railway	Elgin and Havelock Railway	Hampton and St. Martins Railway	York and Carleton Railway	Salisbury and Albert Railway
New 85-lb. rails laid	miles	133·08								
" 85-lb. rails laid relay	"									
" 80-lb. " "	"	4·29	0·07		1·14	3·75		0·95		1·60
" 72-lb. " "	"									
" 70-lb. " "	"									
" 67½-lb. " "	"		0·23							
" 67-lb. " "	"				0·44		1·85			
" 60-lb. " "	"				0·38					
" 56-lb. " "	"									
" 50-lb. " "	"									
Tie renewals—Main line	No.	563,832	44,150	9,403	22,800	5,863	8,655	10,421	907	13,452
" Sidings	"	74,854	1,950	396	325	308	171	316		708
" Switch ties	sets	386	43	7	5	2	2	1		4
Tie plates placed	number	11,000								
Rail anchors placed	"	13,700								
Ballasting	miles	87·35	7·94		10·58					
Ditching	"	218·03		16·00	1·50				0·25	
Bank widening and trimming	"	15·65								
Tile underdraining	"	0·72								
Rip-rap protection	lin. ft.	10,300			800					
Cribwork protection	"		100		880					
Dangerous rocks removed	cu. yds.	21,713			2,600					
Wire fencing erected	miles	4·56	8·75			1·15	3·00			1·20
Snow fencing erected	"	5·55	0·50							
Board fencing erected	"	0·03								
Clearing right-of-way	acres						24·0	15·0		6·0
Farm crossings built	number									
Sidings, additional—passing	lin. ft.	1,217			1,057					1,125
" " business	"	37,945								
" " private	"	10,275	1,406							
Sidings taken up—passing	"									
" " business.—	"	4,424	616							
" " private	"	1,864								
Yard tracks		6,410								

RAIL AND TIE RENEWALS, BALLASTING, DITCHING, NEW SIDINGS, ETC.—*Continued*

		Grand Trunk Pacific Railway	National Trans-continental Railway	St. John and Quebec Railway	Caraquet and Gulf Shore Railway	Lotbinière and Megantic Railway	Cape Breton Railway	Quebec and Saguenay Railway	Leased Lines	Totals
New 85-lb. rails laid	miles	24·8	77·36							235·24
" 85-lb. " relay	"				4·00					4·00
" 80-lb. " "	"	8·17	18·70		16·10					54·77
" 72-lb. " "	"									
" 70-lb. " "	"									
" 67½-lb. " "	"									0·23
" 67-lb. " "	"									2·29
" 60-lb. " "	"									0·38
" 56-lb. " "	"				0·06					0·06
" 50-lb. " "	"									
Tie renewals—Main line	number	54,203	439,498	96,045	28,036	2,880	5,616	5,287	2,041	1,313,088
" Sidings	"	11,249	20,251	12,309	3,114	315				126,266
" Switch ties	sets		78	12	16	4				552
Tie plates placed	number	20,000	77,576							108,576
Rail anchors placed	"	26,100	16,500							56,300
Ballasting	miles	15·0	44·73		11·16					176·76
Ditching	"	2·0	23·05	4·77	0·90			2·0		268·50
Bank widening and trimming	"		28·50		1·10					45·25
Tile underdraining	"		3·31							4·03
Rip-rap protection	lin. ft.									11,100
Cribwork protection	"									980
Dangerous rocks removed	cu. yds.		21·25							25,838
Wire fencing erected	miles	1·4	14·21					0·64		34·91
Snow fencing erected	"		2·75		1·90					10·70
Board fencing erected	"									0·03
Clearing right-of-way	acres		300		50·0					395·00
Farm crossings built	number		7							7
Sidings additional—passing	lin. ft.		447		1,978					5,824
" " business	"		3,007		1,590					42,542
" " private	"		13,133		384			5,791		30,989
Sidings taken up—passing										
" " business						400				5,400
" " private			789			2,300				4,953
Yard tracks			7,982		3,569					17,961

TERMINAL IMPROVEMENTS

Intercolonial Railway—Halifax.—The approaches to passenger depot were paved with concrete 6 inches thick. Roadways from Barrington street to sheds 24, 25 and 28 were macadamized. Fire pump room at shed No. 24 was made fireproof and provided with separate entrance from outside. Yards generally cleaned up and buildings repaired.

Deepwater Terminals.—The unpaved portion of approach to deep water freight shed was partly paved with concrete 8 inches thick and the remainder with scoria blocks taken from ruins of old North Street station. Filling and grading of new roadway between pier 4 and the dockyard property was extended by using material removed from rock cuttings on Main Line and excavation for new locomotive terminal at Fairview. Alterations were made to the interior of pier 2 for the convenience of the Department of Public Works, who paid the entire cost. A special spring fender was placed on the south side of pier 2, at a cost of $20,800. A portion of the low water walling was removed from pier 3. The trestle approach to pier 4 was partially rebuilt. Minor repairs were made to piers 3 and 4. The ruins of old pier 5 which were a menace to navigation, were removed. The site of old North Street station was cleaned up and considerable material reclaimed.

Fairview.—Excavating and grading for new locomotive terminal at Fairview was completed and twenty carloads of brick unloaded at site.

Truro.—Old 75-foot turntable at Truro was replaced with a new 85-foot T.P.G. turntable. New shelters were built for fuel and ashpit men to replace that destroyed by fire.

Stellarton.—The new air compressor was installed in machine shop at Stellarton, and buildings generally repaired.

Pirate Harbour.—New 100-ton mechanical coaling plant at Pirate Harbour, commenced in 1920, was completed.

Point Tupper.—New 100-ton mechanical coaling plant at Point Tupper, commenced in 1920, was completed and old buildings torn down.

St. John.—The additional land required for new station and extension of Island Yard at St. John has been purchased. Surveys, boring tests, and preliminary plans for new station have been completed.

Moncton.—Grading of new terminal yard at Moncton is practically completed and 7·03 miles of tracks laid. A new 40-stall engine-house, stores building, machine shop and power house—all built of brick—were completed and put into service December 19. A new three-track mechanical coaling plant, two double-track ash pits, 150,000 gallon steel water tank with four stand-pipes were also constructed, sewer system constructed and 85-foot turntable transferred from old round-house, completing the engine facilities at this point.

Moncton Shops.—At Moncton shops, the roof over space between boiler and erecting shops was completed. The concrete roofs of boiler and machine shops were insulated by sheathing under side. Mechanical stokers installed in power-house. New electric transmission line constructed from power-house to various shops. New oil storage tank on concrete pit erected.

Bathurst.—A three-stall engine-house was constructed at Bathurst, with second hand material from H.O.T. engine-house, to provide terminal facilities for Caraquet and Gulf Shore Branch Line engines. The old 75-foot turntable from Truro was installed here. The necessary additional tracks for terminal facilities, constructed. A shed was built at end of engine-house to shelter electric car No. 100.

Campbellton.—A new 150-ton track scale was installed at Campbellton and 1,308 feet of scale siding constructed.

Mont Joli.—Installation of electric ice crusher in ice house at Mont Joli, commenced in 1920, was completed. Enginemen's bunk house, commenced in 1920, was completed and furnished. The bad portion of engine-house roof was reconstructed. A new platform for loading automobiles was built.

Rivière du Loup.—Power-house boiler repaired with brick arches. Truck turntables in round-house repaired. Cribwork in front of station, and station platform repaired. Round-house roof repaired. Steel water tank scraped and painted. Ties renewed in engine pit of engine-house. Engine-house doors repaired. Deck of turntable renewed.

Levis.—Coaling plant repaired. Wharf in rear of freight shed repaired. Boiler-house smokestack repaired. Shingled tool house built for St. Edward. Gas house repaired and painted. Boiler-house repaired and painted. New station painted with patent stucco and umbrella roof completed.

Joffre.—East yard extended from 775 to 985 cars capacity. Additional fifteen stalls built to engine-house, and four stalls extended 36 feet. New machine shop, 350-ton coaling plant, two double track ash pits, and standard two car capacity cattle pen constructed. Two stand-pipes installed. Ice house repaired and new 67 feet 9 inches by 24 feet 6 inches extension built to same. Train order signal installed.

Ste. Rosalie Junction.—Steam pipes for heating Grand Trunk Railway passenger cars renewed. Rest house, agent's dwelling, water tank and turntable repaired. Ash pit extended 70 feet. New water supply from St. Hyacinthe and new drainage system completed, coal shop, ashpit and van sidings rearranged.

Salisbury and Albert Railway

Albert.—Spur siding in Albert yard extended and made into through siding. Engine-house siding extended to ease sharp curve at turn out; 1,125 feet of additional yard tracks constructed. Dyke strengthened to protect railway property.

Caraquet and Gulf Shore Railway

Gloucester Junction.—A crossover constructed between main lines of Bathurst and Caraquet subdivisions to permit branch trains to transfer to and from main line without running rear end on as formerly.

New Brunswick and Prince Edward Island Railway

Dredging of turning basin of Cape Tormentine car ferry terminals carried on from May 25 to October 14; 4,200 cubic yards of rock and 42,300 cubic yards of other material excavated. A spring bumper was placed on fender piles of Cape Tormentine ferry landing. Repairs to stone approach of Port Borden ferry landing carried on as long as weather permitted.

National Transcontinental Railway

Monk.—Turntable cleaned, painted and repaired. Floors renewed in station and engine-house. Four new smokejacks installed on round-house. Agent's dwelling repaired. Pump-house and boiler-house painted. Ash pit repaired. Coaling plant repaired. New machinery installed in same and new trestle built.

Champlain Market Station.—Office accommodation on ground floor, first and top floors of Champlain Market station rearranged.

Bridge.—Bridge terminal closed up. Part of round-house torn down and machinery transferred to other locations. New train terminal now at Chaudiere Junction.

Palais Station.—Steam-driven gas compressor has been converted into electric motor compressor, effecting great saving.

St. Malo Shops.—Casting shed erected in 1920, painted and doors hung. Dock built for loading scrap material.

Fitzpatrick.—Six smokejacks renewed on round-house. Steam pipes in round-house and from round-house to station renewed. Round-house roof, drains, water line, ash pit, pits in round-house, and station platform repaired. New crossover built between coal and shop tracks. New waterproof cement floor built in toilet.

Parent.—Six-inch drain laid from turntable pit to sewer. New 100-foot standard ash pit constructed. Engine pits Nos. 4, 5, 6, 7 and 8 in round-house extended 12 feet to accommodate Mikado engines. Fifty K. W. generator set installed in power-house, old set transferred to Fitzpatrick. Three smokejacks renewed. Steam lines, air lines, water lines, store platform and station platform repaired. The first floor of station has been converted into Division offices, and toilet floors water-proofed. Construction commenced on ten double staff dwellings; five of these are 30 per cent completed. Station drain renewed with 24-inch concrete pipe.

Doucet.—Six-inch drain laid from turntable pit to sewer. Eight-inch cast-iron pipe laid from lake to well, to insure constant water supply. Steam lines in round-house renewed. Other steam lines, air lines and boxing of steam line to station repaired. Steel work in engine-house painted.

O'Brien.—Two No. 1 section-houses with bath-room constructed. Steam line and boxing from round-house to station, brick walls of storehouse, water lines and other steam lines, repaired. Steel in machine shop and boiler-house, and two smoke-jacks painted.

Cochrane.—General Office building painted. Glass renewed in engine-house windows. New valves put in standpipes. New steps built to storehouse platform. New cable supplied for cinder hoist. New crossing built at 6th avenue. Roof of engine-house, steam and water lines to trainmen's rest house, stair in rest house, roof of temporary boarding house, water line to stock pen and door of ice house, repaired. Station platform repaired and extended 270 feet at west end, stockpen whitewashed.

Hearst.—Water tank painted. Glass renewed in engine-house windows. Conveyor of coal chute renewed. Standpipes, interior of freight shed and section houses, station toilet, and ice house roof repaired.

Grant.—Glass renewed in windows of engine-house. Roof and inside of engine-house, coal chutes, standpipes, interior of trainmen's rest house and storehouse repaired.

Armstrong.—Stockpen, water line to stockpen, hydrants, coal chutes, round-house roof, and ice house doors repaired.

WATER SERVICE AND SEWERS

Intercolonial Railway

New Glasgow Division.—Engine-house water lines repaired at Stellarton, Pirate Harbour, Point Tupper and Sydney. Steam and water lines at Sydney extended to car-cleaning plant.

Moncton Division.—A new well was bored at Athol for station water supply. Second-hand standpipe installed opposite tank at Calhouns to enable engines to take water from passing track. At Moncton shops 240 feet of 6-inch tile pipe replaced by 10-inch tile pipe. Reservoir dam at Hampton repaired. New pumphouse built at Petitcodiac, replacing one destroyed by fire. Water service at Moncton included in terminal improvement report.

Campbellton Division.—New well bored at Harcourt to increase water supply for tank. New 6-inch and 8-inch sewer laid from Newcastle Station to connect with town sewer. Water pipes in Mont Joli engine-house renewed and laid underground instead of overhead as formerly.

Levis Division.—Water tanks at Isle Verte and D'Lotbiniere repaired and painted. Water tanks at L'Islet, St. Pierre and Bagot repaired. Auxiliary steam pump installed at Drummondville.

Moncton and Buctouche Railway

Twenty thousand-gallon water tank at Notre Dame operated by hydraulic ram: completed in January.

Salisbury and Albert Railway

Ten thousand-gallon gravity tank at Albert, completed.

Hampton-St. Martins Railway

Five thousand-gallon tank at Mile 27·2, all complete except standpipe.

Caraquet and Gulf Shore Railway

Twenty thousand-gallon tank operated by hydraulic ram at Mile 12·2, Caraquet Subdivision, complete, except valve, spout and fittings, which are being made at Moncton shops. One 11,000-gallon gravity tank at Mile 73·4 complete except for pipe fittings. One 11,000-gallon tank, with gasolene engine pump at Pokemouche Wye. Mile 0·7, Shippegan Subdivision, complete, except spout and fittings.

International Railway

Domestic water supply installed at Kedgwick for agent. Well bored at Falls Brook for domestic supply, but work not fully completed.

Transcontinental Railway

Edmundston Division.—Reservoir dam at Pacific Junction repaired. Pipe lines repaired at Bantalor, St. Leonard and Edmundston.

Levis Division.—Reservoir dam at Armagh repaired. Vapourizer installed on pump at St. Anselme to burn kerosene, proved unsatisfactory and was discarded.

St. Maurice Division.—Auxiliary pumping plant installed at Darey, making this tank either gravity or pumped supply.

Cochrane Division.—Water tank pipe lines repaired at LaSarre, Goodwin, Cochrane, Hearst, Grant, Exton and Armstrong. Tank repaired at Low Bush, Hughes, Hearst and Ameson. Tank at Hearst painted. Steam line to tank at Grant repaired. Suction pipe extended at Cochrane and Fauquier. New suction pipes installed at Low Bush. New elbow on suction pipe at Willet. Stand pipes at Cochrane painted. Pump and discharge pipe repaired at Mile 106·4. New wells dug for tank supply and stand pipes repaired at Armstrong.

Fort William Division.—Pipe lines repaired at Yeliff, Webster, Redditt, Dott and Elma. Well sunk at Superior Junction for domestic supply. New 50,000-gallon steel tank in course of erection at Transcona, replacing tank destroyed by fire. Connection made between railway service main and Transcona town pumping station, which gives cheaper and more adequate supply for terminal and shops.

Grand Trunk Pacific Railway

Fort William Division.—New 50,000-gallon steel tank erected at Graham, supplied by 6-inch cast-iron pipe and 10-horsepower pumping outfit, drawing water from lake. Pipe lines repaired at Larson and Oscar. Tanks repaired at Mission and Hunt.

Quebec and Saguenay Railway

Saguenay Division.—Syphon installed at St. Joachim.

On all railways repairs were made where necessary to keep the water service in good working order.

BUILDINGS

Intercolonial Railway.—One station, one freight shed, six buildings and seven platforms constructed. One agent's dwelling, eighty-nine buildings and sixty-one platforms repaired, two platforms and two stockpens extended, one building relocated, nine buildings painted, two ashpits repaired, ten engine-houses, thirteen smokejacks and two water tanks repaired, 850 feet of platforms replaced with cinder.

Prince Edward Island Railway.—One platform and one stockpen built, one platform extended and 235 feet of platform replaced with cinders.

International Railway.—One station and one platform built, one building repaired.

Cape Breton Railway.—Three buildings and one engine-house repaired.

St. John and Quebec Railway.—One platform built and one extended, two buildings, four platforms and one ashpit repaired.

Lotbiniere and Megantic Railway.—One tool-house built and one building repaired.

Transcontinental Railway.—Nine stations and shelters, one freight shed, two bunkhouses and three miscellaneous buildings erected, seven platforms built; four extended; twenty-eight repaired and 150 feet replaced with cinder; six buildings extended, three relocated, fourteen repaired and four painted; fifteen section dwellings built, two engine-houses; four smokejacks and two ashpits repaired. Five staff dwellings at Parent 25 per cent complete. New station and platform at Barraute 50 per cent complete.

Grand Trunk Pacific Railway.—One bunkhouse erected and six buildings repaired. On all railways the necessary alterations, repairs and painting were made to buildings to keep them in good repair.

DAMAGE BY FLOODS AND HIGH TIDES

High tides, freshets and ice jams caused considerable damage to roadbed and track on the Sydney, Springhill, Nashwaak, Montmagny, Grand Falls, Centreville, Grant and Sioux Lookout Subdivisions. Where the damages occurred, repairs were at once made to put the roadbed and track in good condition again.

DAMAGE BY FIRE

Intercolonial Railway.—On May 13, 1921, a small shim shanty near Mile 62, Bedford Subdivision, was destroyed by bush fires. Loss about $50.

On October 11, 1921, fire of unknown origin destroyed the shelter used by workmen on the ashpit at Truro. Loss about $50.

On August 23, 1921, the freight shed at Wallace, Oxford Subdivision was completely destroyed by fire. Loss about $3,000.

In September about 1,360 rods of fencing on the Oxford Subdivision between Miles 28 and 33 were burned, necessitating replacement at a cost of $2,600.

Pump-house at Petitcodiac was completely destroyed by fire. Slight fires occurred in dwelling-houses owned by the railway at Moncton, blacksmith shop and general offices at Moncton. Amount of damage in each case was $1,100, $140, $200 and $20 respectively.

International Railway.—On June 8, 1921, about 1,400 track ties were burned between Mile 16 and 17 by reason of forest fires. Loss about $2,000.

Transcontinental Railway—On August 6, 1921, station at St. Eleuthere, Glendyne, S.D., was destroyed by fire; origin unknown. Loss estimated at $7,000.

On October 20, 1921, rest-house at Edmundston was partially destroyed by fire; one employee lost his life. Loss of property about $6,000.

On March 2, 1921, station at Hervey Junction was totally destroyed by fire.

On June 10, 1921, tool-house at Greening destroyed by fire.

On June 23, 1921, station at Natagan, Amos, S.D., destroyed by fire.

On July 30, 1921, station at Vilmontel, Amos, S.D., destroyed by fire.

On December 6, 1921, at La Ferme, Amos, S.D., 50,000-gallon water tank was totally destroyed by fire.

On July 1, 1921, Kapuskasing S.D., 240 feet of snow fence burned.

On February 21, 1921, Driftwood Station on Kapuskasing S.D. destroyed by fire.

On August 14, 1921, Mattice station on Kapuskasing S.D. destroyed by fire.

On March 13, 1921, hay barns of stock pen partially destroyed by fire at Mile 131·2 Kowkash S.D.

On January 5, 1921, at Transcona, 50,000-gallon water tank destroyed by fire.

BRIDGES AND CULVERTS

The following is a brief summary of the work carried out in connection with bridges and culverts during the year:—

	Locations
Intercolonial Railway—	
New steel bridges erected	1
Culverts filled	1
New culverts built	12
Repairs to timber bridges	13
Steel bridges repaired	11
Farm crossing culverts replaced	25
New concrete piers and abutments	5
Steel bridges painted	26
Repairs to concrete and stone foundations	26
Bridge decks repaired	13
New concrete pipe culverts	49
Steel and wooden stringers replaced with concrete slab	2
Repairs to concrete and stone culverts	20
New tile pipe culverts	1
New cast-iron pipe culverts	1
New wood box culverts	2
Wood box culverts repaired	9
Overhead crossings repaired	5
Prince Edward Island Railway—	
New culverts built	2
Steel bridges repaired	2
New concrete piers and abutments	1
Bridge decks repaired	1
New concrete pipe culverts	1
New wood box culverts	2
Moncton and Buctouche Railway—	
New steel bridges erected	1
New concrete pier and abutment	1
New concrete pipe culverts	7
Elgin and Havelock Railway—	
New concrete pipe culverts	9
St. Martins Railway—	
New steel bridges erected	4
New concrete pipe culverts	9
Salisbury and Albert Railway—	
New steel bridges erected	1
New concrete pipe culverts	8
Caraquet and Gulf Shore Railway—	
Repairs to timber bridges	10
Wood box culverts repaired	69
Cape Breton Railway—	
Repairs to timber bridges	1
Bridge decks repaired	2
Lotbiniere and Megantic Railway—	
Repairs to timber bridges	3
Steel bridges painted	1
Bridge decks repaired	1
National Transcontinental Railway—	
Bridge and culverts filled in	3
New culverts built	1
Repairs to timber bridges	10
Steel bridges repaired	4
New concrete piers and abutments	2
Steel bridges painted	15
Repairs to concrete and stone foundations	5
Repairs to bridge decks	54
New concrete pipe culverts	8
Repairs to concrete and stone culverts	9
New wood box culverts	12
Wood box culverts repaired	1
Overhead bridges repaired	1
Track scales painted	1
Turntable cleaned and painted	3
Grand Trunk Pacific Railway—	
New culverts built	1
Repairs to timber bridges	18
Steel bridges painted	1

At Mile 62.0 reinforced concrete trestle, commenced in 1920, was completed this year and old trestle cut out.

Leased Railways.—New overhead bridge erected on the Vale Railway.

NOTE.—In addition to work listed, all repairs necessary to keep bridges and culverts safe for traffic were made.

STATION BEAUTIFICATION

The work of beautifying the station grounds and yards with grass plots and flower beds was continued.

TRACK SCALES

These were maintained and kept in proper working condition throughout the system. At Campbellton a new 150-ton track scale was installed. At Edmundston the levers were renewed and the pit repaired. At Hearst track scales repaired and tested.

SURVEYS AND TRACK CENTERING

Surveys for plans of station yards, bridges, culverts, sidings, road diversions and other improvements along the railway has been carried on. Yard plans and records have been revised, deed and lease plans made and other miscellaneous information secured for reports and appropriation. 6.05 miles of track were centred and curves spiralled.

SIGNALS AND INTERLOCKING

Intercolonial Railway

Sydney.—Crossing bell installed at Brooklands street, Sydney.

St. Pascal.—Two crossing bells installed at St. Pascal.

Charny.—Four two-arm home signals and four distant electric signals installed for protection of main line crossover and Junctions at Charny.

Springhill, S.D.—Sixty absolute permissive block signals installed between Painsec Junction, and Sackville.

St. John, S.D.—Control of existing automatic signals between St. John and Hampton changed from an overlap circuit to absolute permissive blocking.

Joffre, S.D.—Four electric home signals installed protecting the Junction at Joffre.

Transcontinental Railway

Bridge and Cadorna Subdivisions.—Installed metallic circuit on the absolute staff between Cadorna, Cap Rouge and Bridge.

Hervey Junction.—Two home and two distant automatic signals installed at Hervey Junction.

ELECTRIC POWER AND LIGHTING

Intercolonial Railway

New Glasgow Division.—Installed electric circuits for motor air compressor at Stellarton. Installed wiring in coaling plants at Pirate Harbour and Point Tupper.

Moncton Division.—Installed car battery charging equipment St. John coach yard. Installed electric transmission and distributing service for power and lighting at new engine terminal, Moncton. Installed lighting for water standpipes, new engine terminals, Moncton. Installed electric lighting in stores and office building. New engine terminal, Moncton. Installed lead covered feeder cables of increased capacity between power house and shops at Moncton. Also step-up and step-down transformers.

Campbellton Division.—Installed electrical circuit in interlocking plant at Newcastle. Installed car battery charging sets at Campbellton and Bathurst for charging batteries for electric car No. 100 operating between those places. Installed power and lighting circuits for the ice crushing plant in Mont Joli ice house.

Levis Division.—Installed lighting circuit and two ornamental cast-iron lighting posts, on west platform of Levis station. Installed power and lighting circuits in new engine facilities Chaudiere Junction. Installed lighting in six stall extension of St. Rosalie Junction engine-house.

MISCELLANEOUS

Installed hot-air heating and engine-house piping system in new engine terminal, Moncton.

A. F. STEWART,
Chief Engineer.

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION

STATEMENT of Receipts and Expenditures from January 1 to December 31, 1921

RECEIPTS

Credit balance on December 31, 1920		$110,170 91
Amount of premiums collected from Canadian Government Railways pay lists	$194,357 52	
Premiums collected from railway vouchers	2,111 67	
Cash premiums collected by railway	48 62	
Contribution from Canadian Government Railways	15,000 00	
		211,517 81
Cash, members not on duty, refunds, etc	$ 1,508 50	
Premiums from S. and A. vouchers	2,289 53	
Premiums from retired members	4,970 41	
Annual fees	1,352 50	
Examination fees	74 00	
Victory Bonds and interest	9,783 56	
Interest on Victory Bonds	4,015 00	
Interest on monthly balances	1,072 69	
		25,066 19
Total receipts		$346,754 91

EXPENDITURES

Victory Bonds and interest purchased	$ 9,783 56	
Sick and accident indemnity	84,043 75	
Medical and surgical attendance	43,998 88	
		$137,826 19
Temporary Employees' Accident Fund		22,881 30
Death and total disability claims		49,750 00
Examination fees		40 00
		$210,497 49

OPERATING EXPENSES

Sick and Accident Fund, Temporary Employees' Accident Fund, Retired Employees' Death and Total Disability Fund	$ 20,683 57	
		$231,181 06
Difference		$115,573 85
Less outstanding liabilities		9,000 00
Estimated net surplus December 31, 1921		$106,573 85

SICK AND ACCIDENT FUND

(Regular and Temporary)

This fund shows a surplus December 31, 1921	$ 82,344 84

DEATH AND TOTAL DISABILITY FUND

The statement shows an expenditure on account of death and total disability claims, of	$ 49,750 00
This statement shows that one hundred and ten death and total disability claims were assessed and paid during the year.	
Ninety-two death claims, due to natural causes, aggregating	43,000 00
Thirteen death claims, due to accidental injuries, aggregating	4,750 00
	$ 47,750 00
Five total disability claims, aggregating	2,000 00
	$ 49,750 00

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

The death and total disability, also the Temporary Employees' Accident Fund, show 120 death claims during the year.

Canadian Government Railways

Statement showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association by the Canadian Government Railways, during the year ended December 31, 1921.

Amount of premiums collected from the Canadian Government Railways' pay lists	$194,357 52
Premiums collected from railway vouchers	2,111 67
Annual contributions from the Canadian Government Railways	15,000 00
Canadian Government Railways cash premiums	48 62
Total	$211,517 81

S. L. SHANNON,
Comptroller and Treasurer, C. G. Railways.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAY EMPLOYEES' PROVIDENT FUND

STATEMENT of Receipts and Expenditures during the year ended December 31, 1921.

Balance to the credit of the fund on December 31, 1920		$580,419 13
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were	$322,646 40	
The contributions made by the railways were	100,000 00	
Amount received to increase retiring allowances of all retired employees receiving less than $30 per month, in order that the minimum allowance now paid under the Act, viz. $20, might be increased to $30 per month for the departmental fiscal year ending March 31, 1922, in accordance with vote No. 473, whereby an amount was placed in the Estimates to supplement retiring allowances payable under the provisions of the I. C. and P. E. I. Railways Employees' Provident Fund, including from April 1 to December 31, 1921	36,145 78	
		$458,792 18
Amounts received for refunds, etc.		831 67
Interest accrued (at three per cent)		15,956 41
		$1,055,999 69

The amount contributed by the employees is shown to exceed by $222,646.40 the amount contributed by the railways. By reference to section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed $100,000.

The expenditures were:—

For retiring allowances	$377,338 69	
For allowances made to retired employees receiving less than $30 per month, to increase the minimum allowance in accordance with vote No. 473, whereby an amount was placed in the Estimate to supplement retiring allowances payable under the provisions of the I. C. and P. E. I. Railways Employees' Provident Fund, including from April 1 to December 31, 1921	36,145 78	
For contributions refunded in cases of deceased employees	10,704 34	
For contributions refunded, which were deducted in error	3,434 34	
For contributions refunded to discharged employees, etc.	6,647 10	
Medical examinations for probationers entering the service, etc.	2,196 00	
Medical examinations for employees retiring from service	60 50	
For election expenses	1,433 30	
For salaries and travelling expenses, secretary's office, and proportion of salary of chief medical officer	14,100 79	
For stationery, printing, postage, etc.	476 67	
		$452,537 51
Balance to the credit of the fund on December 31, 1921		$603,462 18
It will be noted by the above statement of receipts and expenditures that the amount of contributions received from the railways and from the employees during the year were		458,792 18
And the expenditures were		452,537 51
Showing that during the year the receipts exceeded the expenditures		5,254 67
The gross surplus, including interest, to the credit of the fund on December 31, 1921, was		603,462 18

W. A. KINGSLAND, *Chairman.*

C. B. TRITES, *Secretary.*

SESSIONAL PAPER No. 32

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

To the Stockholders of the Grand Trunk Railway Company of Canada:

The Board of Directors submits the following report of the operations for the year ended December 31, 1921:—

INCOME ACCOUNT

CONDENSED STATEMENT

	Year 1921	Year 1920
Operating revenues	$76,858,032 27	$81,442,647 32
Operating expenses	71,179,292 80	76,213,815 16
Net operating revenue	$ 5,678,739 47	$ 5,228,832 16
Railway taxes and uncollectible railway revenue	1,334,485 96	1,303,067 25
Railway operating income	$ 4,344,253 51	$ 3,925,764 91
Non-operating income	8,634,101 55	7,706,272 77
Gross income	$12,978,355 06	$11,632,037 68
Deductions from gross income	27,042,797 42	16,231,142 21
Net income transferred to profit and loss	*$14,064,442 36*	*$ 4,599,104 53*

(Italics denote loss.)

OPERATING REVENUES

The operating revenues for the year were $76,858,032, a decrease as compared with the year 1920 of $4,584,615 or 5·63 per cent.

Revenue from freight traffic was $54,239,903, a decrease of $3,862,150 or 6·65 per cent.

Number of revenue tons carried 21,687,749, a decrease of 4,634,674 or 17·61 per cent.

Revenue tons carried one mile 4,052,564,411, a decrease of 976,087,113 or 19·41 per cent.

Average haul per revenue ton was 186·86 miles, a decrease of 2·19 per cent.

Freight revenue per train mile was $5.62, an increase of 35 cents or 6·64 per cent.

Average revenue per ton was $2·50095, an increase of ·29363 or 13·30 per cent.

Average revenue per ton mile was $0·01338, an increase of ·00183 or 15·84 per cent.

Revenue from passenger traffic was $15,510,164, a decrease as compared with the year 1920 of $1,438,016 or 8·48 per cent.

Number of passengers carried was 11,609,762, a decrease of 597,215 or 4·89 per cent.

Average revenue per passenger was $1·33596, a decrease of 0·05244 or 3·78 per cent.

Average revenue per passenger mile was $0·03045, a decrease of 0·00154 or 4·81 per cent.

Average distance per passenger was 43·87 miles, an increase of ·47 miles or 1·08 per cent.

Revenue from mails was $1,133,737, an increase of $553,498 or 95·39 per cent.

Revenue from express was $3,285,110, an increase of $625,539 or 23·52 per cent.

Revenue from milk was $242,755, an increase of $8,805 or 3·76 per cent.

Revenue from switching was $561,858, a decrease of $223,489 or 28·46 per cent.

Revenue from dining and buffet was $328,045, a decrease of $21,385 or 6·12 per cent.

Revenue from demurrage was $315,802, a decrease of $262,255 or 45·37 per cent.

OPERATING EXPENSES

Operating expenses for the year 1921 were $71,179,292, a decrease of $5,034,523 under the year 1920 or 6·61 per cent, as compared with a decrease of 5·63 per cent in operating revenues.

Maintenance of way and structures increased $857,413 or 7·14 per cent.

Maintenance of equipment decreased $3,293,924 or 15·61 per cent.

Traffic expenses increased $279,724 or 21·45 per cent.

Transportation expenses decreased $2,943,436 or 7·64 per cent.

Average loaded cars per freight train mile were 19·64, a decrease of ·83 or 4·05 per cent.

Average empty cars per freight train mile were 11·31, an increase of 3·38 or 42·62 per cent.

Average total cars per freight train mile were 30·95, an increase of 2·55 or 8·98 per cent.

Average load per loaded freight car mile was 22·26 tons, a decrease of 1·35 tons or 5·72 per cent.

Average load per freight train mile was 419·55 tons, a decrease of 36·34 tons or 7·97 per cent.

Miscellaneous operations decreased $39,040 or 7·78 per cent.

General expenses increased $116,324 or 4·17 per cent.

DECREASES IN WAGES AND IN RATES

The United States Labour Board by decision No. 147 ordered a decrease in wages to employees of approximately 13 per cent, effective July 16, 1921, which order was also made effective by the Canadian railways. The 40 per cent increase in freight rates established by the Board of Railway Commissioners in September, 1920, was reduced by order of that board to 35 per cent, effective January 1, 1921, and to 25 per cent, December 1, 1921. The 20 per cent increase in passenger fares established by the board in September, 1920, was reduced to 10 per cent, effective January 1, 1921, and the remaining 10 per cent was cancelled as of July 1, 1921.

PAY ROLLS

	No. employees	Total pay roll	Increase per cent
1918	25,342	$30,152,476 36	over 1918
1919	30,617	42,617,415 93	41.34 per cent
1920	31,686	53,375,736 60	77.02 per cent
1921	29,128	45,865,171 10	52.11 per cent

TAXES

Taxes for the year 1921 were $1,325,577, an increase over the year 1920 of $45,515 or 3·56 per cent.

Taxes per mile of road operated were $367, as compared with $354.42 in the year 1920.

CAPITAL STOCK

The capital stock outstanding at December 31, 1921, was $241,237,588.83 as under, there having been no change during the year:—

4 per cent guaranteed stock	$ 60,833,333 33
1st preference stock	16,644,000 00
2nd preference stock	12,312,666 67
3rd preference stock	34,884,535 43
Ordinary stock	116,563,053 40
	$241,237,588 83

DEBENTURE STOCK

The debenture stock outstanding at December 31, 1921, was $155,373,808 34 as follows, there having been no change during the year:—

Grand Trunk 5 per cent debenture stock	$ 20,782,491 67
Great Western 5 per cent debenture stock	13,252,322 67
Grand Trunk 4 per cent debenture stock	119,839,014 33
Northern Railway 4 per cent debenture stock	1,499,979 67
	$155,373,808 34

INTEREST BEARING OBLIGATIONS

The total of interest bearing obligations outstanding at December 31, 1921, was $371,042,194.75.

Principal retirements during the year were $4,866,666.67, 6 per cent, three-year secured notes, due January 14, 1921; $14,600,000, 6 per cent, three-year secured notes, due October 1, 1921; and $719,780, 6 per cent, second equipment mortgage bonds, due July 1, 1921. Principal issues during the year were $25,000,000 6 per cent fifteen-year sinking fund gold debenture bonds, dated September 1, 1921; $12,000,000 6½ per cent fifteen-year equipment trust certificate F., dated February 1, 1921. $4,807,725 loan from Dominion Government under Appropriation Act, 1920-21, and $47,553,621 loan from Dominion Government under Appropriation Act, 1921-22.

CAPITAL EXPENDITURE

The capital expenditure account at December 31, 1921, amounted to $465,462,954, an increase of $24,765,040.21 during the year.

The board desires to express its appreciation to the officers and employees of the company for their faithful and efficient services.

HOWARD G. KELLEY,
President.

GRAND TRUNK RAILWAY COMPANY OF CANADA

Operated Mileage December 31, 1921

CANADIAN LINES

	First Track	Second Track	Yard Track and Sidings
Portland Division	55.00	.....	20.49
Montreal Division	480.76	173.28	116.85
Montreal Terminals	25.86	13.30	132.31
Belleville Division	650 38	201.71	195.98
Ottawa Division	466.11	1.58	123.52
Toronto Terminals	26.94	20.01	170.51
Barrie Division	444.02	1.30	152.77
Stratford Division	809.46	9.40	198.44
London Division	407.50	202.82	228.39
St. Thomas Division	244.61	88.34	142.94
International Bridge	1.02	.58	5.83
Suspension Bridge	.25	.25	.....
Total	3,611.91	712.57	1,488.03

Of this mileage, 3,336·74 of first track and 689·99 of second track is owned. 250·51 of first and 8·40 of second track leased, and 22·29 of first and 4·32 of second track operated under trackage rights. In addition, there are 7·53 miles of third track and 7·43 of fourth track (Toronto Terminals) owned by the company, and 2·37 of first and ·86 of second owned by subsidiary companies and operated without formal lease.

WESTERN LINES

	First Track	Second Track	Yard Track and Sidings
Grand Trunk Western Railway	335.94	326.78	212.47
Chicago and Kalamazoo Terminal Railway	1.91		11.25
Chicago, Kalamazoo and Saginaw Railway	9.51		.53
Detroit, Grand Haven and Milwaukee Ry.	188.32	15.72	143.42
Grand Rapids Terminal Railway	1.51		3.08
Toledo, Saginaw and Muskegon Railway	116.28		14.58
Pontiac, Oxford and Northern Railway	99.89		17.30
Detroit and Huron Railway	18.58		3.62
Chicago, Detroit and Canada G.T. Jct. R.R.	59.55	11.08	92.04
Michigan Air Line	105.92		19.90
Cincinnati, Saginaw and Mackinaw Ry.	53.10		42.85
Bay City Terminal Railway	1.17		2.43
Grand Trunk Milwaukee Car Ferry (85.9 miles)			
Total	991.68	353.58	563.47

NEW ENGLAND LINES

Atlantic and St. Lawrence Railroad, including line from Island Pond to International Boundary	165.28	.99	91.29
Lewiston and Auburn Railroad	5.43		1.28
Norway Branch Railroad	1.50		.45
Total	172.21	.99	93.02
Grand Trunk Railway System operated mileage	4,775.80	1,067.14	2,144.52

Of the Grand Trunk Western Lines 733·83 of first track, and 337·65 of second track are owned, 232·38 of first and 11·08 of second leased, and 25·47 of first and 4·85 of second track operated under trackage rights. The New England mileage is all leased. In some of the leased lines the Grand Trunk owns all or part of the capital stock.

GRAND TRUNK RAILWAY COMPANY OF CANADA

Condensed Balance Sheet at December 31, 1921

ASSETS

Investments—		
Capital expenditure	$465,462,954 64	
Improvements on leased railway property	442,251 95	
Sinking funds	269,764 09	
Miscellaneous physical property	1,485,038 00	
Investments in affiliated companies	44,367,781 94	
Other investments	659,491 58	
Total		$512,687,282 20
Current Assets—		
Cash	$ 1,087,311 48	
Special deposits	4,009,721 49	
Loans and bills receivable	7,200 00	
Traffic and car service balances receivable	1,643,480 37	
Net balance receivable from agents and conductors	2,510,299 27	
Miscellaneous accounts receivable	9,828,162 22	
Material and supplies	18,142,347 74	
Interest and dividends receivable	191,008 85	
Rents receivable	43,472 57	
Other current assets	310,674 15	
Total		37,773,678 14
Deferred Assets—		
Working fund advances	$ 152,828 63	
Insurance and other funds	1,537,282 65	
Other deferred assets	1,886,344 36	
Total		3,576,455 64
Unadjusted Debits—		
Rents and insurance premiums paid in advance	$ 181,253 71	
Discount on funded debt	2,029,554 12	
Other unadjusted debits	35,406,362 81	
Securities issued or assumed—Unpledged	157,655 00	
Total		37,774,825 64
		$591,812,241 62

LIABILITIES

Stock—		
Capital stock	$241,237,588 83	
Debenture stock	155,373,808 34	
Total		$396,611,397 17
Governmental Grants—		
Grants in aid of construction		15,142,633 33
Long Term Debt—		
Funded debt unmatured	$ 81,132,898 66	
Dominion Government loans and interest thereon	76,965,322 10	
Non-negotiable debt to affiliated companies	1,780,682 58	
Total		159,878,903 34
Current Liabilities—		
Loans and bills payable	$ 1,151,233 73	
Traffic and car service balances payable	4,369,659 42	
Audited accounts and wages payable	11,596,935 41	
Miscellaneous accounts payable	136,405 58	
Interest matured unpaid	1,711,797 43	
Dividends matured unpaid	3,564,155 34	
Funded debt matured unpaid	215,619 97	
Unmatured rents accrued	500,765 00	
Other current liabilities	684,142 94	
Total		23,930,714 82
Deferred Liabilities—		
Liability for provident funds	$ 221,382 14	
Other deferred liabilities	5,597,317 20	
Total		5,818,699 34
Unadjusted Credits—		
Tax liability ..Dr.	$ *2,006 60*	
Insurance and casualty reserves	1,582,615 51	
Operating reserves	24,152 97	
Other unadjusted credits	6,300,627 72	
Total		7,905,389 60
Corporate Surplus—		
Profit and loss balance ..Dr.		*17,475,495 98*
		$591,812,241 62

J. M. Rosevear,
Comptroller.

GRAND TRUNK RAILWAY COMPANY OF CANADA

INCOME ACCOUNT

Italics denote loss

	Year 1921	Year 1920
Operating Income—		
Railway operating revenues	$76,858,032 27	$81,442,647 32
Railway operating expenses	71,179,292 80	76,213,815 16
Net revenue from railway operations	$ 5,678,739 47	$ 5,228,832 16
Railway tax accruals	1,325,577 28	1,280,062 62
Uncollectible railway revenues	8,908 68	23,004 63
Total operating income	$ 4,344,253 51	$ 3,925,764 91
Non-Operating Income—		
Hire of freight cars—Cr. balance	1,306,972 18	675,862 47
Rent from locomotives	586,600 83	522,426 86
Rent from passenger train cars	185,095 04	121,708 50
Rent from floating equipment	951 01	.....
Rent from work equipment	40,261 35	8,899 77
Joint facility rent income	822,764 28	871,376 43
Income from lease of road	10,000 00	10,000 00
Miscellaneous rent income	262,059 74	179,592 42
Miscellaneous non-operating physical property	90,049 51	90,822 75
Dividend income	157,819 00	141,986 00
Income from funded securities	2,586,783 73	2,150,914 19
Income from unfunded securities and accounts	672,125 98	1,464,399 99
Income from sinking and other reserve funds	11,842 54	.....
Miscellaneous income	1,900,776 36	1,468,283 39
Total non-operating income	$ 8,634,101 55	$ 7,706,272 77
Gross income	$12,978,355 06	$11,632,037 68
Deductions from Gross Income—		
Rent for locomotives	$ 101,791 34	$ 516,442 47
Rent for passenger train cars	238,647 37	119,912 19
Rent for floating equipment	16,429 41	.....
Rent for work equipment	7,953 16	2,370 23
Joint facility rents	93,762 99	101,867 88
Rent for leased roads	477,832 31	474,459 89
Miscellaneous rents	65,462 95	68,716 16
Separately operated properties (loss on Grand Trunk Western and Grand Trunk New England lines, etc.)*	6,857,092 97	2,926,024 97
Interest on funded debt	16,492,614 70	10,054,582 79
Interest on unfunded debt	613,237 83	770,636 85
Amortization of discount on funded debt	275,804 35	253,933 71
Miscellaneous income charges	1,802,168 04	942,195 07
Total deductions from gross income	$27,042,797 42	$16,231,142 21
Income balance	*$14,064,442 36*	*$ 4,599,104 53*

* See Statement next ensuing.

LOSSES OF SUBSIDIARY COMPANIES, AS CHARGED TO THE GRAND TRUNK RAILWAY COMPANY OF CANADA

(Italics denote Loss)

	Year to December 31, 1921		Year to December 31, 1920	
	Grand Trunk New England Lines	Grand Trunk Western Lines	Grand Trunk New England Lines	Grand Trunk Western Lines
	$ cts.	$ cts.	$ cts.	$ cts.
Operating Income—				
Railway operating revenues	2,910,515 43	22,193,256 82	2,936,869 55	22,106,707 15
Railway operating expenses	3,592,005 72	22,641,181 93	3,712,544 75	21,389,912 07
Net revenue from railway operations	*681,490 29*	*447,925 11*	*775,675 20*	716,795 08
Railway tax accruals	223,549 43	863,786 21	199,428 41	645,728 94
Uncollectible railway revenues	52 99	14,957 71	55 93	2,761 17
Total operating revenue	*905,092 71*	*1,326,669 03*	*975,159 54*	68,304 97
Non-operating Income—				
Hire of freight cars—Cr. balance				
Rent from locomotives	1,854 45	5,731 91		2,571 24
Rent from passenger train cars		9,008 18		8,631 34
Rent from work equipment		19,199 30	98 00	5,896 94
Joint facility rent income		23,625 74		9,178 94
Income from lease of road				
" " " (U.S.R.A.)			9,823 25	224,376 02
Miscellaneous rent income	10,318 93	283,370 27	5,071 93	174,414 12
Miscellaneous non-operating Phys. Pty				532 43
Dividend income		161,520 00		101,520 00
Income from funded securities		73,150 00		73,180 00
Income from unfunded securities and accts.	8,594 62	8,263 20	10,586 10	19,793 85
Miscellaneous income	43,110 64	72,991 74	*1,688 56*	*22,669 00*
" " (U.S. Govt. guaranty)	28,376 66	1,909,849 42	1,041,154 37	3,330,238 39
Total non-operating income	92,255 30	2,566,709 76	1,065,315 09	3,927,664 27
Gross income	*812,837 41*	1,240,040 73	90,155 55	3,995,969 24
Deductions from Gross Income—				
Hire of freight cars—Dr. balance	337,053 16	2,020,766 51	403,943 87	3,610,369 60
Rent for locomotives	70,306 47	244,981 84	66,376 17	139,174 45
Rent for passenger train cars	44,404 92	98,939 00	54,321 57	85,385 22
Rent for work equipment	28 00	1,297 97		1,270 48
Joint facility rents	54 30	453,557 11		382,838 06
Rent for leased roads	565,766 50	296,030 53	566,341 50	292,662 76
Miscellaneous rents	6 00	15,134 81	12 00	17,564 26
Miscellaneous tax accruals		810 02		6,006 00
Interest on funded debt		2,077,098 70		1,935,583 49
Interest on unfunded debt	75 90	137,876 36	0 54	119,223 50
Amortization of Dis. on funded debt		31,088 64		124,493 53
Miscellaneous income charges	39,612 79	678,656 64		38,804 70
Profit and loss items	10,948 39	*19,019 85*	*9,971 07*	177,749 13
Total deductions from gross income	1,068,256 43	6,037,218 28	1,081,024 58	5,931,125 18
Net income or loss	*1,881,093 84*	*4,797,177 55*	*990,869 03*	*1,935,155,94*
Grand Trunk New England Lines (as above)		*1,881,093 84*		*990,869 03*
Grand Trunk—Western Lines (as above)		*4,797,177 55*		*1,935,155 94*
Ottawa Terminal Railway		*104,994 20*		
Canada Atlantic Transit Co		*73,827 38*		
Total		*6,857,092 97*		*2,926,024 97*

PROFIT AND LOSS ACCOUNT

(All lines but not including Central Vermont)

	Debit	Credit
Dr. balance at December 31, 1920	$ 4,282,840 52	.....
Debit balance transferred from income	14,064,442 36	.....
Profit or loss on road and equipment (net)	12,463 65	.....
Delayed income debits and credits (net)	525,147 35	.....
Unrefundable overcharges	.....	$ 167 41
Donations	.....	10,418 09
Miscellaneous credits and debits (net)	.....	3,419,030 37
Debt discount extinguished	2,020,217 97	.....
Dr. balance at December 31, 1921, as per balance sheet	.....	17,475,495 98
	$20,905,111 85	$20,905,111 85

OPERATING REVENUES

(Canadian lines only)

Freight	$54,239,903 65	$58,102,053 78
Passenger	15,510,164 08	16,948,180 21
Excess baggage	92,451 06	85,113 20
Parlor and chair car	120,141 98	120,530 49
Mail	1,133,737 52	580,239 33
Express	3,285,110 86	2,659,571 69
Other passenger train	104,132 10	83,830 71
Milk	242,755 14	233,950 66
Switching	561,858 32	785,347 23
Special service train	48,076 06	72,244 01
Dining and buffet	328,045 59	349,430 16
Hotel and restaurant	94,191 50	107,957 81
Station, train and boat privileges	47,890 78	54,649 50
Parcel room	46,649 00	51,707 15
Storage—Freight	82,217 47	75,231 84
Storage—Baggage	27,604 32	30,172 68
Demurrage	315,802 01	578,057 01
Telegraph and telephone	1,978 48	4,883 39
Grain elevator	275,967 37	201,216 91
Rents of buildings and other property	88,661 60	135,940 23
Miscellaneous	252,278 59	266,619 39
Joint facilities—Cr	4,121 55	13,567 94
Joint facilities—Dr	*45,706 76*	*97,848 00*
Total operating revenues	$76,858,032 27	$81,442,647 32

OPERATING EXPENSES

(Canadian lines only)

	Year to Dec. 31, 1921	Year to Dec. 31, 1920
Maintenance of Way and Structures—		
Superintendence	$ 485,886 51	$ 404,248 31
Roadway maintenance	759,857 09	1,067,037 58
Bridges, trestles and culverts	698,050 33	567,822 58
Ties	3,308,237 06	1,832,335 59
Rails	2,319,082 26	1,014,906 58
Other track material	1,084,370 56	692,692 78
Ballast	65,186 55	329,756 16
Track laying and surfacing	3,150,127 39	3,609,522 85
Right of way fences	217,340 09	216,675 58
Snow and sand fences and snowsheds	15,286 75	19,612 54
Crossings and signs	218,957 17	250,373 10
Station and office buildings	463,458 73	830,973 92
Railroad buildings	15,013 52	62,526 87
Water stations	115,039 37	169,898 09
Fuel stations	54,659 75	72,755 46
Shops and enginehouses	541,373 56	1,034,637 71
Grain elevators	24,443 45	32,774 75
Wharves and docks	56,863 14	22,100 35
Coal and ore wharves	1,634 53	1,362 97
Telegraph and telephone lines	50,483 92	44,680 81

OPERATING EXPENSES—*Continued*

(Canadian lines only)

	Year to Dec. 31, 1921	Year to Dec. 31, 1920
Signals and interlockers	99,639 16	143,786 65
Power plant buildings	725 00	*63 24*
Miscellaneous structures	5,427 46	18,955 15
Paving	611 99	842 86
Roadway machines	64,449 00	45,933 42
Small tools and supplies	86,873 39	138,619 57
Removing snow, sand and ice	110,150 57	519,119 89
Assessments for public improvements	*67 31*	68 73
Injuries to persons	114,938 23	50,270 75
Insurance	63,702 45	60,929 87
Stationery and printing	11,218 65	13,062 20
Other expenses	5,304 94	12,475 76
Maintaining Jt. tracks, yards, etc.—Dr.	180,163 99	155,119 03
" " " " " —Cr.	*1,525,691 78*	*1,430,431 05*
Total Maintenance of Way and Structures	$12,862,797 47	$12,005,384 17
Maintenance of Equipment—		
Superintendence	$ 469,338 68	$ 443,235 66
Shop machinery	507,170 80	736,674 16
Power plant machinery	6,967 74	8,078 43
Steam locomotives—Repairs	7,035,513 30	9,319,149 96
" " —Renewals	92,425 60	
" " —Retirements		
Freight train cars—Repairs	7,119,317 67	7,675,112 30
" " " —Renewals	249,037 48	
Passenger train cars—Repairs	1,839,356 10	2,250,353 58
" " " —Renewals	51,080 00	
Floating equipment—Repairs	51,512 56	78,828 38
Work equipment—Repairs	350,850 22	588,705 84
" " —Renewals	29,110 29	
Miscellaneous equipment—Repairs	9,449 30	293 53
Injuries to persons	136,769 78	79,581 04
Insurance	60,258 73	95,647 82
Stationery and printing	36,341 51	46,113 36
Other expenses	32,537 75	57,320 46
Maintaining Jt. equipment at terminals—Dr.	12,747 18	11,701 46
Maintaining Jt. equipment at terminals—Cr.	*215,211 78*	*287,374 21*
Total maintenance of equipment	$17,809,497 41	$21,103,421 77
Traffic Expenses—		
Superintendence—Freight	$ 502,481 91	$ 401,990 49
Outside agencies	670,455 81	614,386 42
Advertising	235,134 94	116,939 43
Traffic association	26,855 02	38,555 43
Fast freight lines		
Industrial and Immigration Bureaus	18,164 75	13,654 97
Insurance	1,630 21	1,012 97
Stationery and printing	128,405 26	116,966 52
Other expenses	702 18	600 71
Total traffic expenses	$ 1,583,830 08	$ 1,304,106 94
Transportation Rail Line—		
Superintendence	$ 900,414 37	$ 874,896 48
Despatching trains	315,449 26	336,755 21
Station employees	6,288,409 05	6,630,579 04
Weighing, Inspection and Demurrage Bureaus	30,956 96	22,744 00
Station supplies and expenses	481,416 34	467,946 10
Yardmasters and yard clerks	1,054,117 83	992,218 99
Yard conductors and brakemen	1,811,940 76	2,030,806 32
Yard switch and signal tenders	439,993 65	454,755 98
Yard enginemen	1,383,979 41	1,527,821 25
Yard motormen		*1,764 40*
Fuel and yard locomotives	1,897,002 27	2,305,288 26
Water for yard locomotives	68,268 08	68,036 56

OPERATING EXPENSES—*Concluded*

(Canadian lines only)

	Year to Dec. 31, 1921	Year to Dec. 31, 1920
Lubricants for yard locomotives	25,426 01	20,876 11
Other supplies for yard locomotives	26,965 07	31,813 55
Engine house expenses—Yard	527,339 52	558,942 29
Yard supplies and expenses	30,896 44	40,385 35
Operating Jt. yards and terminals—Dr.	1,457,262 05	502,068 64
" " " " " —Cr.	*1,617,350 13*	*1,410,852 87*
Train enginemen	3,182,479 60	3,675,796 95
Fuel for train locomotives	7,963,451 95	9,480,485 41
Water for train locomotives	273,510 83	290,550 81
Lubricants for train locomotives	106,097 09	92,204 39
Other supplies for train locomotives	73,666 82	94,524 23
Engine house expenses—Train	1,340,594 05	1,558,683 01
Trainmen	3,614,638 40	4,156,240 71
Train supplies and expenses	1,435,354 99	1,343,211 14
Signal and interlocker operation	54,578 01	54,422 02
Crossing protection	380,420 77	385,963 98
Drawbridge operation	78,610 45	82,222 73
Telegraph and telephone operation	152,646 78	108,456 04
Operating floating equipment	127,677 29	203,865 00
Stationery and printing	309,649 59	326,797 00
Other expenses	75,897 50	64,428 06
Operating Jt. tracks and facilities—Dr.	116,638 60	24,852 47
" " " " " —Cr.	*384,435 35*	*320,867 26*
Insurance	95,133 07	56,301 12
Clearing wrecks	103,586 10	234,464 08
Damage to property	26,588 66	26,440 00
Damage to live stock on right of way	11,683 53	18,852 55
Loss and damage—Freight	874,553 75	848,049 07
" " " Baggage	13,652 36	14,341 86
Injuries to persons	422,635 79	244,630 12
Total transportation rail line	$35,574,797 57	$38,518,233 35
Miscellaneous Operations—		
Dining and buffet service	$ 348,082 45	$ 365,819 19
Hotels and restaurants	91,589 41	104,068 28
Grain elevators	22,648 18	31,473 48
Total miscellaneous operations	$ 462,320 04	$ 501,360 95
General Expenses—		
Salaries and expenses of general officers	$ 280,256 43	$ 306,345 68
Salaries and expenses of clerks and attendants	1,894,429 64	1,739,565 28
General office supplies and expenses	146,158 65	132,251 01
Law expenses	133,157 75	123,600 58
Insurance	873 10	1,576 72
Relief department expenses	12,500 00	12,499 98
Pensions	243,346 88	218,577 77
Stationery and printing	143,787 48	151,723 62
Valuation expenses	1,906 47	1,179 06
Other expenses	64,170 82	112,677 12
General joint facilities—Dr.	2,939 49	192 62
General joint facilities—Cr.	*19,502 39*	*12,489 18*
Total general expenses	$ 2,904,024 32	$ 2,787,700 26
Transportation for investment—Cr.	*$ 17,974 09*	*$ 6,392 28*
Maintenance of way and structures	$12,862,797 47	$12,005,384 17
Maintenance of equipment	17,809,497 41	21,103,421 77
Traffic expenses	1,583,830 08	1,304,106 94
Transportation rail line	35,574,797 57	38,518,233 35
Miscellaneous operations	462,320 04	501,360 95
General expenses	2,904,024 32	2,787,700 26
Transportation for investment—Cr.	*17,974 09*	*6,392 28*
Total operating expenses	$71,179,292 80	$76,213,815 16

RATIOS

(CANADIAN LINES)

	1921	1920
Ratio of each Class of Revenue to Total Operating Revenue—		
Freight	**70.57%**	71.34%
Passenger	20.18	20.81
Mail	1.48	0.71
Express	4.27	3.27
Miscellaneous	1.52	1.70
Incidental	2.03	2.28
Joint facilities—Net Dr	*0.05*	*0.11*
Total	100.00%	100.00%
Ratio of each Class of Expenses to Total Operating Expenses—		
Maintenance of way and structures	18.07%	15.75%
Maintenance of equipment	25.02	27.69
Traffic	2.22	1.71
Transportation	49.98	50.54
Miscellaneous operations	0.65	0.66
General	4.08	3.66
Transportation for investment—Cr	*0.02*	*0.01*
Total	100.00%	100.00%
Ratio of each Class of Expenses to Total Operating Revenue—		
Maintenance of way and structures	16.74%	14.74%
Maintenance of equipment	23.17	25.91
Traffic	2.06	1.60
Transportation	46.28	47.30
Miscellaneous operations	0.60	0.62
General	3.78	3.42
Transportation for investment—Cr	*0.02*	*0.01*
Total	92.61%	93.58%

STATISTICS OF RAIL-LINE OPERATIONS

(CANADIAN LINES)

	Year 1921	Year 1920
Average Mileage of Road Operated	3,611.91	3,611.68
Train Miles—		
Freight—Ordinary	8,759,191	9,770,088
" —Light	397,442	520,095
" —Total	9,156,633	10,290,183
Passenger	7,733,973	7,618,020
Mixed	714,067	740,243
Special	9,023	11,574
Total transportation service	17,613,696	18,660,020
Work service	547,379	990,252
Locomotive Miles—		
Transportation service	25,109,664	27,263,736
Work service	667,287	1,148,045
Car Miles—		
Freight train—Loaded	179,864,821	210,713,528
" " —Empty	103,561,884	81,652,164
Sum of loaded and empty	283,426,705	292,365,692
Freight train—Caboose	9,106,324	10,304,753
" " —Total	292,533,029	302,670,445

	Year 1921	Year 1920
Passenger train—Passenger	19,015,093	19,609,836
" " —Sleeping, parlor and observation	8,348,919	7,814,477
" " —Dining	842,567	797,629
" " —Other	17,459,046	16,885,547
" " —Total	45,665,625	45,107,489
Mixed train	4,617,456	4,828,835
Special train	107,008	144,266
Total transportation service	342,923,118	352,751,035
Work service	2,861,808	7,180,050
Freight Service—		
Tons—Revenue freight	21,687,749	26,322,423
" —Non-revenue freight	3,339,690	3,162,686
" —Total	25,027,439	29,485,109
Ton-miles—Revenue freight	4,052,564,411	5,028,651,524
" " —Non-revenue freight	284,232,200	280,968,104
" " —Total	4,336,796,611	5,309,619,628
Passenger Service—		
Passengers carried	11,609,762	12,206,977
Passenger miles	509,330,321	529,809,165
Revenues and Expenses—		
Freight revenue	$54,239,903 65	$58,102,053 78
Passenger revenue	15,510,164 08	16,948,180 21
Passenger service train revenue	20,488,492 74	20,711,416 29
Operating revenues	76,858,032 27	81,442,647 32
Operating expenses	71,179,292 80	76,213,815 16
Net operating revenues	5,678,739 47	5,228,832 16
Average per Mile of Road—		
Freight train miles	2,535	2,849
Passenger train miles	2,141	2,109
Mixed train miles	198	205
Special train miles	2	3
Transportation service train miles	4,877	5,167
Work train miles	152	274
Locomotive miles—transportation	6,952	7,549
Freight service car miles	81,913	84,765
Passenger service car miles	13,029	12,905
Freight revenue	$15,016 96	$16,087 27
Passenger service train revenue	$ 5,672 48	$ 5,734 57
Operating revenues	$21,279 05	$22,549 80
" expenses	$19,706 83	$21,102 04
Net operating revenues	$ 1,572 22	$ 1,447 76
Ton miles—revenue freight	1,122,000	1,392,330
" " —all freight	1,200,693	1,470,125
Passenger miles—revenue	141,014	146,693
Averages per Train Mile—		
Loaded freight car miles—freight trains	19.64	20.47
" " " " —mixed "	3.05	3.09
Empty " " " —freight "	11.31	7.93
" " " " —mixed "	1.38	1.34
Ton-miles—revenue freight	419.55	455.89
" —all freight	448.97	481.36
Passenger train car-miles—passenger trains	5.90	5.92
Passenger train car-miles—mixed trains	1.91	1.98
Revenue passenger miles	$64 10	$63 39
Freight revenue	$ 5 62	$ 5 27
Passenger service train revenue	$ 2 58	$ 2 48
Operating revenues	$ 4 36	$ 4 36
Operating expenses	$ 4 04	$ 4 08
Net operating revenues	$ 0 32	$ 0 28

Averages per Locomotive Mile—	Year 1921	Year 1920
Train miles—freight trains	.94	.92
Car " — " "	30.04	27.21
Train " —passenger trains	.97	.96
Car " — " "	5.71	5.67
Train " —mixed trains	.99	.99
Car " — " "	6.39	6.46
Train " —special "	.97	.91
Car " — " "	11.45	11.38
Averages per Loaded Freight Car Mile—		
Ton miles—revenue freight	22.26	23.61
" " —all freight	23.82	24.93
Freight revenue	$0.29795	$0.27278
Averages per Car Mile—Passenger—		
Passenger miles—revenue	18.13	18.77
Passenger revenue	$0.55224	$0.60049
Miscellaneous Averages—		
Miles hauled—revenue freight	186.86	191.04
" " —non-revenue freight	85.11	88.84
" " —all freight	173.28	180.08
Miles carried—revenue passengers	43.87	43.40
Revenue per ton of freight	$2.50095	$2.20732
" " ton-mile of freight	$0.01338	$0.01155
" " passenger	$1.33596	$1.38840
" " passenger-mile	$0.03045	$0.03199
Operating ratio	92.61	93.58

GRAND TRUNK RAILWAY SYSTEM

Canadian Lines

FREIGHT TRAFFIC MOVEMENT (Company's Material Excluded)

Commodity	Tons	Per cent
Products of Agriculture—		
Wheat	1,057,362	4.88
Corn	931,522	4.30
Oats	480,112	2.21
Barley	123,135	.57
Rye	73,000	.34
Flax	18,141	.08
Other grain	40,210	.19
Flour	585,782	2.70
Other mill products	297,553	1.37
Hay and straw	165,510	.76
Cotton	38,186	.18
Apples (fresh)	56,636	.26
Other fruit (fresh)	161,582	.74
Potatoes	50,564	.23
Other fresh vegetables	65,385	.30
Other agricultural products	207,011	.95
Total, 1921	4,351,691	20.06
Total, 1920	3,795,374	14.42
Products of Animals—		
Horses	19,309	.09
Cattle and calves	214,553	.99
Sheep	25,935	.12
Hogs	94,455	.44
Dressed meats (fresh)	219,090	1.01
Dressed meats (cured or salted)	31,295	.14
Other packing house products	116,138	.54
Poultry	14,889	.07
Eggs	50,217	.23
Butter and cheese	91,813	.42
Wool	12,869	.06
Hides and leather	67,337	.31
Other animal products	43,529	.20
Total, 1921	1,001,429	4.62
Total, 1920	1,130,044	4.29

Commodity	Tons	Per cent
Products of Mines—		
Anthracite coal	3,285,225	15.15
Bituminous coal	2,359,069	10.88
Lignite coal	7,484	.04
Coke	96,350	.44
Iron ore	121,722	.56
Other ores and concentrates	96,651	.45
Base bullion and matte	3,968	.02
Clay, gravel, sand, stone (crushed)	1,332,213	6.14
Slate—dimension or block stone	271,168	1.25
Crude petroleum	30,460	.14
Asphaltum	23,692	.11
Salt	95,666	.44
Other mine products	61,391	.28
Total, 1921	7,785,059	35.90
Total, 1920	10,294,805	39.11
Products of Forests—		
Logs, posts, poles, cordwood	262,743	1.21
Ties	40,816	.19
Pulpwood	1,109,606	5.12
Lumber, timber, box shooks, staves, heading	1,063,404	4.90
Other forest products	96,513	.45
Total, 1921	2,573,082	11.87
Total, 1920	3,532,346	13.42
Manufactured and Miscellaneous—		
Refined petroleum and its products	389,469	1.80
Sugar	215,489	.99
Iron—pig and bloom	118,326	.55
Rails and fastenings	54,986	.25
Bar and sheet iron structural iron and iron pipe	264,068	1.22
Castings, machinery and boilers	128,909	.59
Cement	379,069	1.75
Brick and artificial stone	198,360	.91
Lime and plaster	98,438	.45
Sewer pipe and drain tile	43,730	.20
Agricultural implements and vehicles other than autos	60,175	.28
Automobiles and auto trucks	127,825	.59
Household goods	18,288	.08
Furniture	29,861	.14
Liquor and beverages	42,861	.20
Fertilizers (all kinds)	83,451	.38
Paper, printed matter, books	525,780	2.42
Wood pulp	344,523	1.59
Fish (fresh, frozen, cured, etc.)	24,944	.11
Canned meats	3,535	.02
Canned goods (all canned food products other than meat)	42,803	.20
Other manufacturers and miscellaneous	1,418,144	6.54
Merchandise	1,363,454	6.29
Total, 1921	5,976,488	27.55
Total, 1920	7,569,854	28.76
Grand total (Canadian lines), 1921	21,687,749	100.00
1920	26,322,423	100.00

WESTERN LINES

		Tons	Per cent
Products of agriculture	1921	1,364,252	15.07
	1920	1,882,335	16.70
Products of animals	1921	359,355	3.97
	1920	590,986	5.24
Products of mines	1921	4,019,679	44.41
	1920	4,232,916	37.57
Products of forests	1921	722,635	7.99
	1920	955,431	8.48
Manufactured and miscellaneous	1921	2,584,895	28.56
	1920	3,606,208	31.01
Grand total Western lines	1921	9,050,816	100.00
	1920	11,267,876	100.00

NEW ENGLAND LINES

		Tons	Per cent
Products of agriculture	1921	767,672	41.92
	1920	746,782	30.12
Products of animals	1921	26,616	1.45
	1920	36,420	1.47
Products of mines	1921	160,544	8.77
	1920	342,595	13.82
Products of forests	1921	396,447	21.65
	1920	625,472	25.23
Manufactured and miscellaneous	1921	479,864	26.21
	1920	727,893	29.36
Grand total New England lines	1921	1,831,143	100.00
	1920	2,479,162	100.00

EXPENDITURES ON CAPITAL ACCOUNT — YEAR TO DECEMBER 31, 1921

(ALL LINES, BUT NOT INCLUDING CENTRAL VERMONT)

Investment in Road—		
Land and land damages (net)	$ 26,627 63	
Grade revisions and changes of line	57,073 34	
Increased weight of rail	766,197 93	
Sidings, yard and spur tracks	247,686 74	
Bridges, trestles and culverts	319,511 17	
Fences, crossings and signs	70,066 58	
Station and office buildings	154,320 05	
Fuel and water stations	81,113 11	
Shops, engine houses and turntables	224,891 15	
Shop machinery and tools	238,070 48	
Power plant machinery	22,339 89	
Telegraph and telephone lines	27,185 51	
Signals and interlockers	39,284 34	
Paving	501 38	
Roadway machines	6,113 80	
Roadway buildings	2,114 55	
Hotels	9,824 26	
Wharves and docks	1,415 65	
Assessments for public improvements	47,486 82	
		$ 2,228,177 70
Investment in Equipment—		
78 Locomotives from Dominion Government	$ 4,152,500 00	
2 Locomotives—Rebuilt	10,000 00	
15 Mikado locomotives from U.S.R.A. (balance)	3,676 22	
5 Switch locomotives from U.S.R.A. (balance)	3,766 98	
35 Switch locomotives (part cost)	412,409 04	
5 Transfer locomotives (part cost)	4,871 81	
25 Switch locomotives—Equipment Trust Certificates "F"	1,063,380 28	
10 Switch transfer locomotives—Equipment Trust Certificates "F"	612,628 05	
3,000 Auto box cars (40-ton)—Equipment Trust Certificates "F"	10,235,269 95	
1,000 Flat cars (50-ton)—Equipment Trust Certificates "F"	2,776,052 75	
50 Baggage express cars—Equipment Trust Certificates "F"	1,181,159 79	
10 Horse-express cars—Equipment Trust Certificates "F"	209,389 82	
5 Express refrigerator cars—Equipment Trust Certificates "F"	57,914 64	
10 Refrigerator cars from Canadian Car & Foundry Co	115,829 28	
248 Refrigerator cars from Missouri River Despatch Co.	280,259 38	
2 Mail baggage cars	34,951 38	
1 Motor Truck	1,895 00	
Improvements to locomotives and cars	1,979,903 34	
	$23,135,857 71	
Less Equipment Retired—		
8 Locomotives	$ 98,250 00	
818 Freight cars	424,513 51	
12 Passenger cars	52,100 00	
171 Work cars	46,844 77	
	621,708 28	
		22,514,149 43

	Tons	Per cent
Investment in Affiliated Companies—		
Lachine, Jacques-Cartier and Maisonneuve Railway notes	$ 12,324 46	
Montreal and Southern Counties Railway notes	10,388 62	
		22,713 08
		$24,765,040 21

STATEMENT OF OWNED EQUIPMENT

(At December 31, 1921)

	Canadian lines	Grand Trunk system
Locomotives	1,248	1,404
Passenger Service Cars—		
First-class and second-class	483	533
Combination cars	86	90
Dining cars	22	23
Parlor cars	26	28
Postal cars	33	36
Baggage and express	334	366
Other passenger cars	30	30
	1,014	1,106
Freight Service Cars—		
Box cars	26,915	30,501
Flat cars	3,485	3,505
Stock cars	1,510	1,510
Coal cars	4,846	6,829
Tank cars	100	100
Refrigerator cars	1,391	1,638
Caboose cars	628	671
	38,875	44,754
In Company's Service—		
Officers and pay cars	30	33
Gravel cars	605	605
Derrick cars	36	40
Other road cars	1,575	1,721
	2,246	2,399
Total cars	42,135	48,259
Floating Equipment—		
Car ferries	3	3

GRAND TRUNK RAILWAY COMPANY OF CANADA

Repairs and Renewals of Cars

Year to December 31, 1921, and Corresponding Figures for Previous Year

	Heavy Repairs	Medium Repairs	Painted	Wheels: Cast Iron	Wheels: Steel Tires	Axles	Roofs: Wood	Roofs: Iron	Steel Tires
First class parlor and dining, etc.	322	143	374						
" corresponding.	359	56	386						
Other passenger cars	248	217	291						
" corresponding.	384	352	611						
Roofs of passenger cars			520						
" corresponding.			864						
Box, cattle and brake vans	3,965	440	3,824				1,275	449	
" corresponding.	5,325	279	4,586				1,831	220	
Platform coal and tank	723	148	750						
" corresponding.	1,473	76	1,033						
Company's work cars	437	64	457						
" corresponding.	1,321	330	1,241						
Roofs of freight cars			4,836						
" corresponding.			6,399						
Wheels				26,809	200				
" corresponding.				28,239	258				
Axle						280			
" corresponding.						481			
Steel tires									846
" corresponding.									1,204

REPAIRS AND RENEWALS

Cost per mile	Repairs and Renewals of Locomotives: 1921	Repairs and Renewals of Locomotives: 1920	All Repairing Charges, including shop machinery, tools and Marine equipment, etc.: 1921	All Repairing Charges, including shop machinery, tools and Marine equipment, etc.: 1920
	cts.	cts.	cts.	cts.
Train	40·53	50·03	44·96	55·65
Engine	28·42	34·22	31·53	38·07
Car	2·08	2·65	2·31	2·94

	Total Cost of Repairs and Renewals	Total miles run by Cars: Passenger	Total miles run by Cars: Freight	Total miles run by Cars: Total	Cost per mile: Car	Cost per mile: Train
	$	Miles	Miles	Miles	cts.	cts.
Year ending Dec., 1921	9,900,722	47,060,369	295,090,927	342,151,296	2·894	55·44
" Dec., 1920	10,736,776	46,608,056	305,609,811	352,217,867	3·048	57·64

REPAIRS TO ENGINES

Year ended	Engines repaired							En-gines						Fire Boxes			Steel Tires		Axles		Wheels		
	Class 1 Repair	Class 2 Repair	Class 3 Repair	Class 4 Repair	Class 5 Repair	Class 6 Repair	Total	Re-tubed	Painted	Cylinders	Injectors	Crank Pins	Smoke Stacks	Extension Smoke Boxes	Complete	Inside	Boilers	Driving	Tender and Truck	Driving	Tender and Truck	Driving Complete	C.L. Tender and Truck	Steel tired steel Tender and Truck
December, 1920.	12	73	407	36	179	1,192	1,899	505	771	165	45	603	182	1	17	87	12	1,150	874	146	173	118	970	447
December 1921.	5	30	321	7	142	555	1,060	370	550	63	27	346	66	2	12	43	10	810	537	136	156	80	936	56

During the year nine (9) engines were scrapped, fifteen (15) switching type engines constructed at the company's works, Point St. Charles, forty-one (41) Mikado type engines, twenty-five (25) Pacific type passenger engines, and twelve (12) switching type engines purchased by Grand Trunk Railway from Canadian Government, as of December 31, 1921.—These latter 78 engines having previously been under lease.

The actual stock at December 31, 1921, was.. .. .. 1,248 engines
Of the above there are in service on lines in United States.. .. 228 "

Engines out of service undergoing or waiting repairs—

	Percentage on	
	Number	Actual stock
December 31, 1921..	104	10.20
December 31, 1920..	88	9.46

EMPLOYEES AND THEIR COMPENSATION

Class of Employees	Average Number	Total Time during Year		Total Compensation
		Days	Hours	
				$ cts.
General officers	96·75	35,062		698,397 62
Division officers	216·75	76,418		752,963 65
Clerks	4,039·00		9'454,112	5,756,970 55
Messengers and attendants	113·25	22,164		93,833 31
Assistant engineers and draftsmen	85·75	25,609		171,787 19
M. W. & S. foremen	97·00		236,110	181,902 93
Section foremen	770·75		1,939,255	1,217,916 44
General foremen, M.E. department	83·75	28,590		221,416 94
Gang and other foremen, M.E. department	344·00		722,697	660,595 54
Machinists	1,078·25		1,964,663	1,782,704 63
Boiler makers	315·75		639,054	582,807 42
Blacksmiths	145·75		260,071	241,461 07
Masons and bricklayers	19·00		37,188	27,103 22
Structural iron workers	7·75		16,958	13,039 58
Carpenters	1,046·00		1,982,147	1,549,310 62
Painters and upholsterers	290·25		517,915	432,731 98
Electricians	135·25		311,209	240,103 02
Air-brake men	122·00		260,609	211,760 29
Car inspectors	296·50		762,612	608,095 34
Car repairers	832·50		1,792,632	1,341,044 47
Other skilled labour	822·50		1,543,595	1,239,980 83
Mechanic's helpers and apprentices	2 216·25		4,109,118	2,585,774 42
Section men	2,695·00		6,684,203	2,904,680 20
Other unskilled labour	1,437·00		3,179,119	1,608,371 16
Foremen of construction gangs and work trains	9·50		19,448	14,293 75
Other men in construction gangs and work trains	182·00		370,317	116,647 20
Travelling agents and solicitors	94·75	29,648		221,629 27
Employees in outside agencies				
Other traffic employees				
Train dispatchers and directors	93·00		237,190	288,606 14
Telegraphers, telephoners and block operators	408·25		1,088,740	855,288 75
Telegraphers and telephoners operating interlockers	12·75		37 227	27,357 89
Levermen (non-telegraphers)	145·75		370,071	198,035 82
Telegrapher-clerks	118·25		301,940	232,784 44
Agent-telegraphers	420·75		1,133,290	917,491 05
Station agents (non-telegrpahers)	98·25	29,603		224,011 28
Station masters and assistants	19·50	6,510		33,795 83
Station service	2,373·00		5,503,675	2,873,584 75
Yardmasters	48·50	16,220		136,716 14
Yardmaster's assistants (not yard clerks)	35·00	11,235		96,968 60
Yard engineers and motormen	311·25		799,646	706,046 07
Yard firemen and helpers	346·00		819,386	567,400 40
Yard conductors	328·00		875,685	729,645 18
Yard brakemen	593·50		1,516,848	1,173,867 07
Yard switch tenders	254·50		677,368	402,844 18
Other yard employees	49·50		129,268	41,477 64
Hostlers	123·00		338,819	226,842 54
Enginehouse watchmen and labourers	1,307·50		3,313,198	1,669,100 54
Road freight engineers and motormen	527·25		1,330,257	1,446,966 13
Road freight firemen and helpers	602·00		1,342,243	1,089,191 20
Road freight conductors	327·25		1,079,374	1,013,211 96
Road freight brakemen and flagmen	699·00		2,283,146	1,695,148 82
Road passenger engineers and notormem	192·25		445,238	569,649 28
Road passenger firemen and helpers	201·00		432,600	428,031 28
Road passenger conductors	139·00		401,578	405,312 48
Road passenger baggagemen	127·25		382,040	287,889 69
Road passenger brakemen and flagmen	159·75		468,957	352,968 47
Other road trainmen	8·00		23,777	13,578 77
Crossing flagmen and gatemen	475·00		1,243,987	544,282 35
Drawbridge operators	44·00		118,922	63,910 22
Floating-equipment employees	53·75		165,400	112,256 25
Express-service employees				
Policemen and watchmen	247·50	87,577		360,291 23
All other transportation employees	42·75		78,937	36,291 38
All other employees	602·75		1,766,715	573,004 64
Total	29,127·75	379,636	65,508,554	45,865,171 10

SECURITIES OF OTHER COMPANIES OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS SUBSIDIARIES

OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA

	Total Outstanding	Held by Grand Trunk
Bay City Terminal Railway Company—		
Capital stock	$ 15,000 00	$ 15,000 00
Canada Atlantic Transit Company—		
Capital stock	219,000 00	219,000 00
Canada Atlantic Transit Co. of United States—		
Capital stock	250,000 00	250,000 00
Central Vermont Railway—		
Capital stock	3,000,000 00	2,191,100 00
1st mortgage 4% bonds	503,800 00	.....
Refunding mortgage 5% gold bonds	13,099,700 00	4,162,300 00
Equipment gold notes "D"	49,000 00	.....
Demand notes, etc	9,547,405 52	8,501,905 52
Champlain & St. Lawrence R.R. Co.—		
Capital stock	50,000 00	50,000 00
Chicago, New York & Boston Refrigerator Company—		
Capital stock	1,129,400 00	1,129,400 00
Detroit, Grand Haven & Milwaukee Railway Company—		
Capital stock	1,500,000 00	1,500,000 00
Equipment mortgage bonds	2,000,000 00	2,000,000 00
General consolidated mortgage bonds	3,200,000 00	3,200,000 00
Mowatt's mortgage	146,000 00	146,000 00
South Lyons land mortgage	80,000 00	80,000 00
Indebtedness for steamers and cars	585,000 00	585,000 00
Detroit Terminal Railroad Company—		
Capital stock	2,000,000 00	1,000,000 00
Grand Rapids Terminal Railroad Company—		
Capital stock	50,000 00	50,000 00
Grand Trunk Junction Railway Company—		
Capital stock	500,000 00	500,000 00
1st mortgage bonds	3,872,000 00	2,933,040 00
Grand Trunk Pacific Railway Company—		
Capital stock	24,940,000 00	24,940,000 00
Bonds. None held by G.T.R.		
Grand Trunk Western Railway Company—		
Capital stock	6,000,000 00	6,000,000 00
1st mortgage bonds	14,999,720 00	4,035,304 00
General consolidated mortgage bonds	11,541,000 00	11,541,000 00
Equipment gold notes	2,891,000 00	.....
Indebtedness for cars	1,098,700 00	1,098,700 00
International Bridge Company—		
Capital stock	1,500,000 00	1,496,500 00
1st mortgage bonds	512,260 00	512,260 00
Michigan Air Line Railway—		
Capital stock	300,000 00	300,000 00
1st mortgage bonds	1,500,400 00	1,500,400 00
Montreal & Southern Counties Railway Company—		
Capital stock	1,000,000 00	802,500 00
Demand notes	1,592,193 58	1,592,193 58

SECURITIES OF OTHER COMPANIES OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS SUBSIDIARIES—*Continued*

OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA—*Continued*

	Total Outstanding	Held by Grand Trunk
Montreal Warehousing Company—		
Capital stock	236,000 00	220,300 00
1st mortgage bonds	1,000,000 00	.....
New England Elevator Company—		
Capital stock	400,000 00	400,000 00
1st mortgage bonds	400,000 00	200,000 00
Ontario Car Ferry Company—		
Capital stock	500,000 00	250,000 00
Ottawa Terminals Railway Company—		
Capital stock	250,000 00	250,000 00
1st mortgage bonds	3,000,000 00	3,000,000 00
Pembroke Southern Railway Company—		
Capital stock	178,000 00	158,000 00
1st mortgage bonds	150,000 00	.....
Portland Elevator Company—		
Capital stock	50,000 00	50,000 00
1st mortgage bonds	200,000 00	120,000 00
St. Clair Tunnel Company—		
Capital stock	700,000 00	700,000 00
1st mortgage bonds	2,500,000 00	2,500,000 00
Terminal Warehouse Registered—		
Demand notes	750,000 00	750,000 00
The Canadian Express Company—		
Capital stock	1,768,800 00	1,768,800 00
The Erie, London & Tillsonburg Railway—		
Capital stock	125,000 00	125,000 00
The Lachine, Jacques Cartier & Maisonneuve Railway—		
Capital stock	1,200 00	1,200 00
Demand notes	2,395,882 79	2,395,882 79
The Maganetawan River Railway Company—		
Capital stock	30,000 00	30,000 00
The Oshawa Railway Company—		
Capital stock	40,000 00	40,000 00
The Rail and River Coal Company—		
Capital stock	2,000,000 00	2,000,000 00
1st mortgage bonds	1,851,500 00	.....
The Realty Assets Co., Limited—		
Capital stock	504 00	504 00
The Toronto Belt Line Railway Company—		
Capital stock	50,000 00	26,000 00
1st mortgage bonds	462,500 00	462,500 00
Thousand Islands Railway Company—		
Capital stock	60,000 00	60,000 00
1st mortgage bonds	50,000 00	50,000 00
Toledo, Saginaw and Muskegon Railway Company—		
Capital stock	1,600,000 00	1,600,000 00
1st mortgage bonds	1,662,000 00	1,662,000 00
Toronto Terminals Railway Company—		
Capital stock	500,000 00	250,000 00
Gold notes	4,000,000 00	

SECURITIES OF OTHER COMPANIES OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS SUBSIDIARIES—*Continued*

OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA—*Concluded*

	Total Outstanding	Held by Grand Trunk
Transcontinental Townsite Company, Limited—		
Capital stock	467,800 00	467,800 00
United States and Canada Railroad Company—		
Capital stock	219,400 00	218,925 00
1st mortgage bonds	225,000 00	225,000 00
2nd mortgage bonds	208,470 00	208,470 00
Vermont and Province Line Railway—		
Capital stock	200,000 00	200,000 00
Whipple Car Company—		
Capital stock	1,400,000 00	1,400,000 00
Atlantic and St. Lawrence Railroad Company—		
Capital stock	5,484,000 00	224 33
1st mortgage bonds	1,500,000 00	1,500,000 00
2nd mortgage bonds	713,000 00	713,000 00
3rd mortgage bonds	787,000 00	787,000 00
Chicago, Detroit and Canada Grand Trunk Junction Railroad Company—		
Capital stock	1,095,000 00	522,500 00
1st mortgage bonds	1,095,000 00	1,095,000 00
2nd mortgage bonds	691,141 46	691,141 46
Cincinnati, Saginaw and Mackinaw Railroad Company—		
Capital stock	1,500,000 00	27,761 71
Pontiac, Oxford and Northern Railroad—		
1st mortgage bonds	400,000 00	400,000 00
Detroit and Toledo Shore Line—		
1st mortgage bonds	3,000,000 00	662,000 00
Chicago and Western Indiana Railroad—		
1st mortgage bonds	.....	406,000 00
Grand Trunk Pacific Branch Lines Company—		
Saskatchewan 4 per cent bonds	11,315,052 00	1,435,644 00
Saskatchewan Terminals 4½ per cent bonds	1,881,792 00	1,881,792 00
Grand Trunk Pacific Terminal Elevator Company—		
1st mortgage bonds	1,862,352 00	1,862,352 00
Goderich Elevator Company—		
Capital stock	.....	16,400 00
Aberdeen Elevator Company—		
1st mortgage bonds	.....	75,000 00
2nd mortgage bonds	.....	100,000 00

OWNED BY GRAND TRUNK WESTERN RAILWAY COMPANY

Pontiac, Oxford and Northern Railroad—		
Capital stock	1,000,000 00	999,400 00
Detroit and Huron Railway Company—		
Capital stock	148,000 00	148,000 00
Chicago and Kalamazoo Terminal Railroad Company—		
Capital stock	100,000 00	100,000 00
Detroit and Toledo Shore Line Railway Company—		
Capital stock	1,428,000 00	714,000 00
Toledo Terminal Railway Company—		
Capital stock	4,000,000 00	387,200 00
1st mortgage bonds	4,386,000 00	42,000 00

SECURITIES OF OTHER COMPANIES OWNED BY THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS SUBSIDIARIES—*Concluded*

OWNED BY GRAND TRUNK JUNCTION RAILWAY COMPANY

	Total Outstanding	Held by Grand Trunk
Chicago and Western Indiana Railroad—		
Capital stock	5,000,000 00	1,000,000 00
Consolidated mortgage bonds	.....	1,781,000 00
Belt Railway Company of Chicago—		
Capital stock	2,880,000 00	240,000 00

OWNED BY THE DETROIT, GRAND HAVEN AND MILWAUKEE RAILWAY COMPANY

Grand Trunk Milwaukee Car Ferry Company—		
Capital stock	200,000 00	200,000 00
Yard switch and signal tenders	439,993.65	454,755.98
Yard motormen		
Engine house expenses—Yard	527,339.51	558,942.29
General office supplies and expenses	146,158.65	132,251.01

THE CENTRAL VERMONT RAILWAY

The Central Vermont Railway is operated under separate management, but controlled by the Grand Trunk Railway Company of Canada.

The railway extends from New London, Conn., to Montreal, and the twenty-second annual report (year ended December 31, 1921) gives a total track mileage of 705·87. Of this 568·68 miles are in the United States and 137·19 in Canada. Mileage owned by the company includes 197·75 miles of main track, 5·58 miles of second track, 173·47 miles of branch line, and 118·78 miles of yard, siding and spur tracks. There are, in addition, leased lines including 121·13 miles of main line, 39·60 miles of branch lines and 49·56 miles of yard siding and spur tracks.

INCOME ACCOUNT

Operating Income—		
Railway operating revenues	$ 7,135,753 06	
Railway operating expenses	7,312,559 48	
Net revenue from railway operations		*$ 176,806 42
Railway tax accruals	$ 237,032 08	
Uncollectible railway revenue	631 29	
		237,663 37
Total operating income		*$ 414,469 79
Non-Operating Income—		
Rent from locomotives	$ 2,453 23	
Rent from passenger train cars	69,323 10	
Rent from work equipment	905 75	
Joint facility rent income	31,658 74	
Income from lease of road	2,000 04	
Miscellaneous rent income	4,958 68	
Income from unfunded securities and accounts	11,678 54	
Income from funded securities and accounts	3,000 00	
Miscellaneous income	28,566 11	
Total non-operating income		154,544 19
Gross income		*$ 259,925 60
Deductions from Gross Income—		
Hire of freight cars—Dr. balance	$ 256,061 66	
Rent for locomotives	10,600 69	
Rent for passenger train cars	62,006 42	
Joint facility rents	7,131 13	
Miscellaneous rents	27,827 77	
Rent for leased roads	216,552 50	
Interest on funded debt	675,870 28	
Interest on unfunded debt	60,040 35	
Amortization of discount on funded debt	13,321 28	
Miscellaneous income charges	18,519 30	
Total deductions from gross income		$ 1,347,931 38
Net deficit		$ 1,607,856 98

*Deficit.

PROFIT AND LOSS ACCOUNT

Net deficit at December 31, 1920	$ 419,631 17
Miscellaneous adjustment credit	15,104 28
Deficit	$ 404,526 89
Deficit in income account for the year	1,607,856 98
Depreciation on equipment retired during the year from date of purchase to June 30, 1907	24,521 08
Net deficit at December 31, 1921	$ 2,036,904 95

BALANCE SHEET—DECEMBER 31, 1921

	Assets		
Investments			
Investment in road and equipment	$17,190,102 30		
Improvements on leased railway property	367,811 96		
		$17,557,914 26	
Investments in affiliated companies—			
Stocks	$ 4,973,914 92		
Advances	3,254,894 58		
		8,228,809 50	
Other investments—			
Bonds	$ 75,000 00		
Miscellaneous	100 00		
		75,100 00	
Total investments			$25,861,823 76
Current Assets—			
Cash		$ 383,388 18	
Special deposits		50,091 50	
Traffic and car service balances receivable		236,307 90	—
Net balance receivable from agents and conductors		96,244 85	
Miscellaneous accounts receivable		743,311 31	
Material and supplies		788,369 77	
Interest and dividends receivable		7,604 17	
Other current assets		290,633 01	
Total current assets			$ 2,595,950 69
Deferred Assets—			
Working fund advances		$ 529 40	
Other deferred assets, miscellaneous		32,718 75	
Other deferred assets, U.S. Govt.		2,342,021 32	
Total deferred assets			2,375,279 47
Unadjusted Debits—			
Rents and insurance premiums paid in advance		4,248 78	
Discount on funded debt		119,328 65	
Other unadjusted debits		492,040 10	
Securities issued or assumed—Unpledged		73,000 00	
Securities issued or assumed—Pledged		369,000 00	
Total unadjusted debits			1,057,617 53
Grand total			$31,890,671 45

LIABILITIES

Stock—		
Authorized, 30,000 shares of $100 each..	$ 3,000,000 00	
Issued	$ 2,984,600 00	
Scrip	15,400 00	
		$ 3,000,000 00
Long-term Debt—		
Funded debt unmatured, refunding mortgage 5% gold bonds	$13,603,500 00	
Equipment trust notes	49,000 00	
Non-negotiable debt to affiliated companies—		
Notes	8,313,369 19	
Open accounts	95,960 23	
Total long-term debt		22,061,829 42
Current Liabilities—		
Loans and bills payable	$ 1,447,324 77	
Traffic and car service balances payable	883,356 57	
Audited accounts and wages payable	1,737,796 35	
Miscellaneous accounts payable	1,611 35	
Interest matured unpaid	46,269 00	
Unmatured interest accrued	215,357 38	
Other current liabilities	42,901 92	
Total current liabilities		4,324,617 34
Deferred Liabilities—		
Other deferred liabilities, miscellaneous	$ 225,572 87	
Other deferred liabilities, U.S. Govt.	2,973,343 29	
Total deferred liabilities		3,198,916 16
Unadjusted Credits—		
Accrued depreciation—Road	$ 102,822 16	
Accrued depreciation—Equipment	836,382 52	
Tax liabilities	128,406 15	
Other adjusted credits	274,602 65	
Total unadjusted credits		1,342,213 48
Profit and loss balance (deficit)		2,036,904 95
Contingent Liabilities—		
In respect of principal of and interest on $200,000 par value first mortgage 4% bonds of the Montreal and Province Line Railway Company.		
Grand total		$31,890,671 45

CORPORATE STATEMENT OF EARNINGS, EXPENDITURE AND RESULT OF OPERATION

	Year ending December 31, 1921
Revenue—	
Freight	$ 5,143,566 53
Passenger	1,362,007 56
Mail and express	242,860 63
Other revenue from transportation	262,734 87
Revenue from operations other than transportation	108,730 29
Dining and buffet service	15,853 18
Total revenue	$ 7,135,753 06
Expenses—	
Maintenance of way and structures	$ 1,304,427 26
Maintenance of equipment	1,604,438 61
Traffic	145,934 57
Transportation	3,959,970 20
Miscellaneous operations	19,173 95
General	280,394 91
Transportation for investment—Cr.	1,780 02
Total operating expenses	$ 7,312,559 48
Balance	*$ 176,806 42
Net—Dr. from rentals, etc.	61,126 15
Balance	*$ 237,932 57
Taxes	237,032 08
Balance	*$ 474,964 65
Hire of equipment balance	255,986 69
Balance	*$ 730,951 34
Extra receipts—	
Interest on securities held by the company, etc.	$ 24,267 70
Total	*$ 706,683 64
Fixed charges	927,011 76
Net result	*$ 1,633,695 40
Amount due from United States Government guaranty period lap over items	25,838 42
Balance—Deficit	$ 1,607,856 98

*Deficit.

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER TRAIN EARNINGS PER TON AND PER PASSENGER MILE

	Year ending December 31, 1921	Year ending December 31, 1920
Freight—		
Revenue train miles	877,168	1,030,974
Freight earnings	$ 5,143,566 53	$ 5,480,246 60
Earnings per freight train mile	$ 5 86	$ 5 32
Tons carried	3,428,344	4,870,160
Tons carried one mile	298,520,857	369,496,598
Earnings per ton mile	$ .0172	$ .0148
Passenger—		
Revenue train miles	992,892	1,096,540
Passenger earnings	$ 1,708,027 40	$ 2,012,095 39
Earnings per passenger train mile	$ 1 72	$ 1 83
Passengers carried	1,235,122	1,470,347
Passengers carried one mile	36,890,101	45,294,652
Earnings per passenger mile	$ .0369	$ .0323

Earnings from express and mails are included in passenger train earnings. Earnings per passenger mile do not include express and mail earnings.

Freight carried amounted to 3,428,344 tons, as against 4,870,160 in 1920. The comparison in percentages was as follows:—

	1921	1920
Products of agriculture	22,845	16,178
" " animals	6,003	5,424
" " mines	24,996	29,610
" " forests	12,220	14,666
Manufactured and miscellaneous	27,656	28,376
L.C.L. traffic (merchandise)	6,280	5,746
	100,000	100,000

MILEAGES

Engine mileage—	Year ending December 31, 1921	Year ending December 31, 1920
Total revenue miles	2,505,206	2,896,254
Non-revenue miles	40,355	55,430
Total	2,545,561	2,951,684
Train mileage—		
Freight	824,710	974,772
Passenger	976,883	1,084,668
Mixed	66,608	67,681
Special	308	393
Total revenue miles	1,868,509	2,127,514
Non-revenue miles	40,355	55,430
Total	1,908,864	2,182,944
Car mileage—		
Passenger	4,533,605	5,447,814
Freight	22,643,662	25,154,274
Total	27,177,267	30,602,088

EQUIPMENT ON HAND DECEMBER 31, 1921

Locomotives—	
Passenger	28
Freight	66
Switch	5
Total	99
Passenger Cars—	
Coach	49
Café-parlor	2
Parlor	2
Dining	1
Combination passenger and baggage	11
Baggage, mail and express	26
Milk	13
Total	104
Freight and Work Cars—	
Box	1,875
Refrigerator	13
Stock	7
Coal	200
Flat	423
Caboose	40
Cinder	34
Wreck	17
Snowploughs	8
Construction	70
Scraper	15
Official	1
Store	1
Total	2,704

REPORT OF THE DEPARTMENTAL ACCOUNTANT

GENERAL SUMMARY of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1922, and Previous Years

I.—EXPENDITURE.	$ cts.	$ cts.
Total expenditure for the year		65,798,757 12
This expenditure is divided as follows:—		
Railways	52,467,481 89	
Canals	7,616,746 01	
General expenditure	5,714,529 22	65,798,757 12
Grand total expenditure to March 31, 1922		1,276,157,749 95
This expenditure is divided as follows:—		
Railways, including Quebec bridge	1,051,887,556 36	
Canals	194,617,719 61	
General expenditure	29,652,473 98	1,276,157,749 95
II.—REVENUE RECEIVED		
Revenue received for fiscal year		41,592,463 94
Railways	40,787,945 36	
Canals	804,518 58	41,592,463 94
Grand total revenue to March 31, 1922		451,734,854 18
Railways	432,654,337 45	
Canals	19,080,516 73	451,734,854 18

The principal expenditures during fiscal year follow:—	
Canadian Government Railways, working expenses	47,114,745 83
" " capital	4,553,638 03
Miscellaneous railway equipment	1,980,611 71
Railway Commission, maintenance	205,984 40
" " statute	53,766 66
Surveys and Inspections, railways	55,745 48
Acquisition of the Grand Trunk Railway	453,846 81
Commissioner of Highways	51,055 28
Canada Highways Act	3,399,008 20
Workmen's Compensation Act	65,869 99
To pay for damages claimed by S.S. *Harlem*	58,604 86
Can. Government Railways, military service claims	79,043 33
" " " to supplement pension allowance	36,145 78
Welland Ship Canal	4,279,815 61
Surveys and Inspections, canals	66,800 25
Canals expenditure	3,270,130 15
Miscellaneous expenditure	73,944 75
Total	$65,798,757 12

EXPENDITURE

GENERAL STATEMENT of Expenditure During the Year ending March 31, 1922

	$ cts.	$ cts.
Total expenditure		$65,798,757 12
Expenditure chargeable to railways	52,467,481 89	
" " canals	7,616,746 01	
General expenditure	5,714,529 22	
Total expenditure		65,798,757 12
Classification of expenditure in general—		
Capital account	11,016,888 39	
Income account	5,369,826 00	
Revenue account	49,412,042 73	
		65,798,757 12
Classification of expenditure by accounts—		
Railways—		
Capital expenditure—Railways		4,553,638 03
Revenue expenditure—Railways		47,114,745 83
Income expenditure—Railways general		799,098 03
Total expenditure on railways, $52,467,481 89.		
Canals—		
Capital expenditure—Canals		4,482,638 65
Income expenditure—Canals	744,990 40	
Income expenditure—Canals, general	91,820 06	836,810 46
Revenue expenditure—Canals, staff	983,042 31	
Revenue expenditure—Canals, staff, general	148,136 09	1,131,178 40
Revenue expenditure—Canals, repairs	1,105,053 90	
Revenue expenditure—Canals, repairs, general	61,064 60	1,166,118 50
Total expenditure on canals, $7,616,746 01.		
General expenditure—Capital account	1,980,611 71	
" " Income account	3,733,917 51	5,714,529 22
Total expenditure		65,798,757 12

REVENUE

General Statement of the Revenue Received During the Year ending March 31, 1922

	$ cts.	$ cts.
Total revenue received during the fiscal year		41,592,463 94
Revenue from railways	40,787,945 36	
" canals	804,518 58	
Total revenue as above		41,592,463 94
Statement of revenue received, in detail—		
Railways—		
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	24,605,887 19	
Prince Edward Island Railway	888,394 77	
National Transcontinental Railway	14,585,286 04	
Moncton and Buctouche Railway	53,165 91	
Salisbury and Albert Railway	58,488 97	
Elgin and Havelock Railway	20,729 52	
St. Martins Railway	23,288 76	
York and Carleton Railway	7,957 07	
Quebec apd Saguenay Railway	129,557 95	
Caraquet and Gulf Shore Railway	99,170 02	
Lotbiniere and Megantic Railway	14,591 41	
Cape Breton Railway	24,853 93	
Hudson Bay Railway	29,475 26	
Total	40,540,846 80	
St. John and Quebec Railway	247,098 56	
Total revenue from Railways		40,787,945 36
Canals—		
Welland Canal	72,830 95	
Welland canal, Port Colborne elevator	294,558 51	
Welland ship canal	4,342 98	
Lachine canal	189,752 95	
Beauharnois canal	16,781 69	
Soulanges canal	3,720 49	
Cornwall canal	22,948 00	
Williamsburg canal	1,722 10	
Chambly canal	917 00	
Carillon and Grenville canal	878 00	
Rideau canal	7,604 04	
Trent canal	187,846 87	
St. Peter's canal	9 00	
Sault Ste. Marie canal	116 00	
Murray canal	248 00	
St. Annes Lock	241 00	
Chats Falls canal	1 00	
Total revenue from canals		804,518 58
Total revenue received		41,592,463 94

Expenditure on Railways for Year ending March 31, 1922

Name of Railway	Capital	Income	Revenue Working Expenses	Total
	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial Railway	2,583,658 31		28,353,435 33	30,940,093 64
New Brinswick and Prince Edward Island Railway	178,227 21		I	178,227 21
Prince Edward Island Railway	30,739 22		1,514,808 99	1,545,548 21
International Railway of New Brunswick	39,759 86		I	39,759 86
National Transcontinental Railway	675,359 48		15,697,234 75	16,372,594 23
Moncton and Buctouche Railway	122,552 32		98,043 60	220,595 92
Salisbury and Albert Railway	132,123 14		117,870 87	249,994 01
St. Martin's Railway	58,721 99		66,677 23	126,804 61
" " Purchase	1,405 39	*		
Elgin and Havelock Railway	16,345 88		60,900 19	77,246 07
York and Carleton Railway	236 30		24,429 02	32,141 48
" " Purchase	7,476 16	*		
Quebec and Saguenay Railway	29,526 14		163,362 18	192,888 32
Caraquet and Gulf Shore Railway	288,371 67		262,111 41	550,483 08
Lotbiniere and Megantic Railway	9,478 34		41,240 69	50,719 03
Cape Breton Railway	4,470 65		50,092 07	55,329 84
" " Purchase	767 12	*		
Hudson Bay Railway	61,563 43		101,396 34	162,959 77
" " Port Nelson Terminals	34,769 87	*		34,769 87
St. John and Quebec Railway			563,143 16	563,143 16
Canadian Government Railways—Miscell's	105,191 23			275,085 55
Railway equipment—Rolling stock	169,894 32	*		
	4,553,638 03		47,114,745 83	51,668,383 86

I Included with Intercolonial Railway working expenses.

* Does not appear in report of Canadian Government Railways.

Above statement is for year ending March 31, 1922, while the Statement of the Canadian Government Railways is for the year ending December 31, 1921, which accounts for difference in statements.

EXPENDITURE on Railways for the Year ending March 31, 1922—*Con.*

Name of Railway	Capital	Income	Revenue Working Expenses	Total
	$ cts.	$ cts.	$ cts.	$ cts.
Railway Commission, maintenance		205,984 40		205,984 40
Railway Commission, statutory		53,766 66		53,766 66
Surveys and inspections		55,745 48		55,745 48
Railway Grade Crossing Fund		13,292 44		13,292 44
Governor General's cars, attendance, etc		16,364 91		16,364 91
Contribution to the International Association of Railways Congress		97 33		97 33
To provide for payment of expenses in connection with acquisition of the Grand Trunk and associated railway systems		453,846 81		453,846 81
Total		799,098 03		799,098 03
Grand total Railways	4,553,638 03	799,098 03	47,114,745 83	52,467,481 89
MISCELLANEOUS				
Miscellaneous railway equipment, Vote No. 113 $1,776,085 02 Exchequer Court awards 204,526 69	1,980,611 71			1,980,611 71
Commissioner of Highways		51,055 28		51,055 28
Printing and stationery		4,966 59		4,966 59
Canada Highways Act		3,399,008 20		3,399,008 20
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918		65,869 99		65,869 99
Retirement Act, 1920, Superannuation No. 4		23,778 13		23,778 13
Unforeseen expenses, Vote No. 290		15,445 35		15,445 35
To pay damages claimed by S.S. *Harlem*		58,604 86		58,604 86
Canadian Government Railways—In settlement of claims arising out of military service of Canadian Government Railways employees		79,043 33		79,043 33
Canadian Government Railways—To supplement pension allowance		36,145 78		36,145 78
Total	1,980,611 71	3,733,917 51		5,714,529 22

EXPENDITURE on Canals for Year ended March 31, 1922

Name of Canal	Chargeable to Capital	Chargeable to Income	Chargeable to Revenue		Total
			Staff	Repairs	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon and Grenville		24,999 24	33,472 82	35,627 19	94,099 25
Chambly		24,331 04	46,140 24	71,882 15	142,353 43
Cornwall			89,457 30	81,706 21	171,163 51
Lachine		49,510 23	137,759 67	207,223 00	394,492 90
Murray			7,262 46	5,379 46	12,641 92
Rideau			76,482 08	256,637 58	333,119 66
Sault Ste. Marie			39,470 87	29,906 33	69,377 20
Soulanges		8,975 25	48,055 29	111,956 45	168,986 99
St. Anne's Lock		3,297 89	7,206 48	5,257 67	15,762 04
Lake St. Francis					
St. Ours lock		4,337 70	5,398 91	7,045 71	16,782 32
St. Peters			5,382 42	324 48	5,706 90
Trent	195,823 04	478,126 50	109,891 51	75,426 37	859,267 42
Welland	7,000 00	151,412 55	331,182 90	180,014 37	669,609 82
Welland ship	4,279,815 61				4,279,815 61
Williamsburg			45,879 36	36,666 93	82,546 29
	4,482,638 65	744,990 40	983,042 31	1,105,053 90	7,315,725 26
General on Canals					
Dredge vessels, Quebec, canals		19,424 31	33,478 15	17,628 34	70,530 80
" " Rideau canal				34,128 44	34,128 44
Sunday labour			78,971 89		78,971 89
Surveys and inspections		66,800 25			66,800 25
Quebec Canals					
Maintenance			35,683 05		35,683 05
Hungry Bay dyke				9,307 82	9,307 82
Miscellaneous					
Civil Service Amendment Act, Gratuities to dependents of deceased employees		5,595 50			5,595 50
Canals revenue			3 00		3 00
Total		91,820 06	148,136 09	61,064 60	301,020 75
Grand total	4,482,638 65	836,810 46	1,131,178 40	1,166,118 50	7,616,746 01

RECAPITULATION OF EXPENDITURE

Expenditure on railways	4,553,638 03	799,098 03	47,114,745 83	52,467,481 89
Expenditure on canals	4,482,638 65	836,810 46	2,297,296 90	7,616,746 01
Miscellaneous expenditure, general	1,980,611 71	3,733,917 51		5,714,529 22
	11,016,888 39	5,369,826 00	49,412,042 73	65,798,757 12

Expenditure on Canals to March 31, 1922

CAPITAL ACCOUNT

Canals	Previous Years	1921-1922	Total
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	4,191,756 51		4,191,756 51
Chambly	780,996 52		780,996 52
Cornwall	7,246,304 21		7,246,304 21
Culbute lock and dam	382,391 46		382,391 46
Lachine	14,132,684 80		14,132,684 80
Lake St. Francis	75,906 71		75,906 71
Lake St. Louis	298,176 11		298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,210,274 31		4,210,274 31
Sault Ste. Marie	4,935,809 42		4,935,809 42
Soulanges	7,904,044 53		7,904,044 53
St. Annes lock	1,170,215 63		1,170,215 63
St. Lawrence river and canals—			
North channel	1,995,142 87		1,995,142 87
River reaches	483,830 20		483,830 20
Galops channel	1,039,895 65		1,039,895 65
St. Ours lock	127,228 56		127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	18,654,195 74	195,823 04	18,850,018 78
Welland	29,399,405 93	7,000 00	29,406,405 93
Welland ship	25,340,733 82	4,279,815 61	29,620,549 43
Williamsburg	1,334,551 80		1,334,551 80
Farran's Point	877,090 57		877,090 57
Galops	6,143,468 11		6,143,468 11
Rapide Plat	2,159,880 80		2,159,880 80
Total	136,907,767 60	4,482,638 65	141,390,406 25
Canals general	34,966 69		34,966 69
Grand total	136,942,734 29	4,482,638 65	141,425,372 94

INCOME ACCOUNT

Baie Verte	44,387 53		44,387 53
Beauharnois	265,810 84		265,810 84
Carillon and Grenville	402,089 05	24,999 24	427,088 29
Chambly	790,949 49	24,331 04	815,280 53
Cornwall	637,119 09		637,119 09
Culbute lock and dam	60,923 37		60,923 37
Lachine	1,736,211 86	49,510 23	1,785,722 09
Lake St. Francis	27,028 08		27,028 08
Lake St. Louis			
Murray	101,457 76		101,457 76
Rideau	679,479 05		679,479 05
Sault Ste. Marie	280,098 04		280,098 04
Soulanges	260,714 27	8,975 25	269,689 52
St. Anne's lock	95,180 28	3,297 89	98,478 17
St. Lawrence river and canals	128,298 11		128,298 11
St. Ours' lock	174,028 88	4,337 70	178,366 58
St. Peter's	735,550 22		735,550 22
Tay	748 65		748 65
Trent	1,375,057 91	478,126 50	1,853,184 41
Welland	2,688,745 80	151,412 55	2,840,158 35
Welland ship			
Williamsburg	355,702 84		355,702 84
Total	10,839,581 12	744,990 40	11,584,571 52
Canals, general	836,262 59	91,820 06	928,082 65
Grand total	11,675,843 71	836,810 46	12,512,654 17

EXPENDITURE on Canals to March 31, 1922—*Concluded*

REVENUE ACCOUNT—STAFF

Canals	Previous Years	1921-22	Total
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	649,574 89		649,574 89
Carillon and Grenville	922,698 93	33,472 82	956,171 75
Chambly	1,141,420 49	46,140 24	1,187,560 73
Cornwall	1,987,409 26	89,457 30	2,076,866 56
Culbute lock and dam	11,507 48		11,507 48
Lachine	3,179,426 82	137,759 67	3,317,186 49
Murray	167,547 20	7,262 46	174,809 66
Rideau	2,000,636 04	76,482 08	2,077,118 12
Sault Ste. Marie	542,481 87	39,470 87	581,952 74
Soulanges	696,753 94	48,055 29	744,809 23
St. Anne's lock	134,787 27	7,206 48	141,993 75
St. Ours' lock	137,649 26	5,398 91	143,048 17
St. Peter's	137,865 80	5,382 42	143,248 22
Trent	918,826 03	109,891 51	1,028,717 54
Welland	5,711,629 90	331,182 90	6,042,812 80
Williamsburg	812,632 52	45,879 36	858,511 88
Total	19,152,847 70	983,042 31	20,135,890 01
Canals, general	2,468,753 60	148,136 09	2,616,889 69
Grand total	21,621,601 30	1,131,178 40	22,752,779 70

REVENUE ACCOUNT—REPAIRS

Baie Verte			
Beauharnois	525,691 23		525,691 23
Carillon and Grenville	648,710 58	35,627 19	684,337 77
Chambly	1,128,046 55	71,882 15	1,199,928 70
Cornwall	1,200,696 06	81,706 21	1,282,402 27
Culbute lock and dam	7,036 15		7,036 15
Lachine	2,728,353 23	207,223 00	2,935,576 23
Murray	116,479 46	5,379 46	121,858 92
Rideau	2,131,387 48	256,637 58	2,388,025 06
Sault Ste. Marie	477,637 19	29,906 33	507,543 52
Soulanges	802,819 69	111,956 45	914,776 14
St. Anne's lock	162,491 51	5,257 67	167,749 18
St. Ours' lock	126,586 42	7,045 71	133,632 13
St. Peter's	37,217 56	324 48	37,542 04
Trent	990,380 09	75,426 37	1,065,806 46
Welland	4,288,512 63	180,014 37	4,468,527 00
Williamsburg	705,141 29	36,666 93	741,808 22
Total	16,077,187 12	1,105,053 90	17,182,241 02
Canals, general	683,607 18	61,064 60	744,671 78
Grand total	16,760,794 30	1,166,118 50	17,926,912 80

Total Expenditure by Canals to March 31, 1922

Canals	Capital	Income	Revenue		Totals
			Staff	Repairs	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,194,756 51	427,088 29	956,171 73	684,337 77	6,259,354 32
Chambly	780,996 52	815,280 53	1,187,560 73	1,199,928 70	3,983,766 48
Cornwall	7,246,304 21	637,119 09	2,076,866 56	1,282,402 27	11,242,692 13
Culbute lock and dam	382,291 46	60,923 37	11,507 48	7,036 15	461,758 46
Lachine	14,132,684 80	1,785,722 09	3,317,186 49	2,935,576 23	22,171,169 61
Lake St. Francis	75,906 71	27,028 08			102,934 79
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,457 76	174,809 66	121,858 92	1,647,073 05
Rideau	4,210,274 31	679,479 05	2,077,118 12	2,388,025 06	9,354,896 54
Sault Ste. Marie	4,935,809 42	280,098 04	581,952 74	507,543 52	6,305,403 72
Soulanges	7,904,044 53	269,689 52	744,809 23	914,776 14	9,833,319 42
St. Anne's lock	1,170,215 63	98,478 17	141,993 75	167,749 18	1,578,436 73
St. Lawrence River canals—					
North channel	1,995,142 87				
River Reaches	483,830 20	128,298 11			3,647,166 83
Galops channel	1,039,895 65				
St. Ours' lock	127,228 56	178,366 58	143,048 17	133,632 13	582,275 44
St. Peter's	648,547 14	735,550 22	143,248 22	37,542 04	1,564,887 62
Tay	489,599 23	748 65			490,347 88
Trent	18,850,018 78	1,853,184 41	1,028,717 54	1,065,806 46	22,797,727 19
Welland	29,406,405 93	2,840,158 35	6,042,812 80	4,468,527 00	42,757,904 08
Welland ship	29,620,549 43				29,620,549 43
Williamsburg	1,334,551 80				
Farran's Point	877,090 57				
Galops	6,143,468 11	355,702 84	858,511 88	741,808 22	12,471,014 22
Rapide Plat	2,159,880 80				
Total	141,390,406 25	11,584,571 52	20,135,890 01	17,182,241 02	190,293,108 80
Canals, general	34,966 69	928,082 65	2,616,889 69	744,671 78	4,324,610 81
Grand total	141,425,372 94	12,512,654 17	22,752,779 70	17,926,912 80	194,617,719 61

YEARLY EXPENDITURE on Canals and Revenue Received to March 31, 1922

——	Year ending	Capital	Income	Revenue		Revenue received
				Staff	Repairs	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure (1868 to 1879 included)	.....	17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025,03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 54
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 82
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 33
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 81
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 68
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 66
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 19
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	†79,536 58
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 25
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 71
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 11
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 16
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 25
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 23
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 46
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 69
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 08
" "	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 16
" "	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 26
" "	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" "	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 21
" "	1919	2,211,935 48	137,604 37	733,090 71	698,878 14	387,654 90
" "	1920	4,579,565 22	743,877 26	745,986 58	713,334 83	442,193 02
" "	1921	5,449,961 68	1,104,239 51	815,979 22	920,992 94	366,010 69
" "	1922	4,482,638 65	744,990 40	983,042 31	1,105,053 90	804,518 58
Total*	.....	141,390,406 25	11,584,571 52	20,135,890 01	17,182,241 02	19,080,516 73

* This does not include expenditure which has been charged to Miscellaneous Canals Expenditure, but only the amount expended on specific canals.

† Canal tolls abolished this year.

STATEMENT of Canals Revenue for Year ending March 31, 1922

Divisions	Dues	Rents	Total
	$ cts.	$ cts.	$ cts.
Welland Canal—			
Port Colborne	63 82	13,009 10	13,072 92
Port Colborne elevator	294,558 51		294,558 51
Port Dalhousie	456 67	59,301 36	59,758 03
Total	295,079 00	72,310 46	367,389 46
Welland Ship Canal		4,342 98	4,342 98
St. Lawrence Canals—			
Coteau Landing, Beauharnois canal	289 54	16,492 15	16,781 69
" " Soulanges canal	128 00	3,592 49	3,720 49
Cornwall	511 50	22,436 50	22,948 00
Cardinal, Williamsburg canal	30 00	1,692 10	1,722 10
Lachine canal, Montreal	15,939 38	171,575 12	187,514 50
" " Lachine	2,142 45	96 00	2,238 45
Total	19,040 87	215,884 36	234,925 23
Chambly Canal—			
Chambly		659 00	659 00
St. Johns	72 00	126 00	198 00
St. Ours		60 00	60 00
Total	72 00	845 00	917 00
Ottawa River Canals—			
Carillon and Grenville—			
Grenville canal	8 00	37 00	45 00
Carillon canal		833 00	833 00
St. Anne's lock	82 00	159 00	241 00
Chats Falls canal		1 00	1 00
Total	90 00	1,030 00	1,120 00
Rideau Canal—			
Ottawa	231 00	6,578 82	6,809 82
Kingston Mills		551 40	551 40
Smiths Falls	45 00	197 82	242 82
Total	276 00	7,328 04	7,604 04
St. Peter's Canal		9 00	9 00
Murray Canal		248 00	248 00
Trent Canal	28 00	187,818 87	187,846 87
Sault Ste. Marie Canal		116 00	116 00
Grand total	314,585 87	489,932 71	804,518 58
Net amount deposited to credit of Receiver General			804,518 58

Statement of Hydraulic and Other Rents, Showing Rent Accrued, Paid, and Balances Due March 31, 1922

Balance due April 1, 1921	Hydraulic and other rents accrued	Lock House Rents	Totals	Canals	Abatement for overcharges	Deposited to the credit of the Receiver General		Balance due March 31, 1922	Totals
						Lock House Rents	Hydraulic Rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
65,905 76	76,401 76	2,217 00	144,524 52	Welland	12,061 38	2,283 00	70,027 46	60,152 68	144,524 52
416 00	495 00	4,181 98	5,092 98	Welland ship		3,818 98	524 00	750 00	5,092 98
3,102 00	2,463 10	216 00	5,781 10	Williamsburg	850 00	216 00	1,476 10	3,239 00	5,781 10
	22,571 50		22,571 50	Cornwall			22,436 50	135 00	22,571 50
6,758 84	14,826 15		21,584 99	Beauharnois	3,157 00		16,492 15	1,935 84	21,584 99
13,011 09	172,796 58	204 00	186,011 67	Lachine	6,062 61	204 00	171,467 12	8,277 94	186,011 67
920 00	124 00	669 00	1,713 00	Chambly	813 00	063 00	182 00	55 00	1,713 00
9,471 15	8,125 22	2,010 00	19,606 37	Rideau	2,800 73	2,130 00	5,198 04	9,477 60	19,606 37
222,211 66	81,087 80	1,717 34	305,016 80	Trent	35 50	1,857 84	185,961 03	117,162 43	305,016 80
	116 00		116 00	Sault Ste, Marie			116 00		116 00
21,670 25	652 00	192 00	22,514 25	Carillon and Grenville	21,629 25	192 00	678 00	15 00	22,514 25
48 00	3,316 49	276 00	3,640 49	Soulanges		276 00	3,316 49	48 00	3,640 49
16 00	33 00	120 00	169 00	St. Annes lock		125 00	34 00	10 00	169 00
	1 00		1 00	Chats falls			1 00		1 00
2 00	7 00		9 00	St. Peters			9 00		9 00
5 00	13 00	240 00	258 00	Murray		235 00	13 00	10 00	258 00
343,537 75	383,029 60	12,043 32	738,610 67		47,409 47	12,000 82	477,931 89	201,268 49	738,610 67

WELLAND SHIP CANAL.—Amounts Expended on Construction.

——		Year ending	Capital
			$ cts.
Government expenditure		1914	994,257 60
" "		1915	4,074,200 69
" "		1916	4,892,105 15
" "		1917	3,513,769 82
" "		1918	1,235,046 59
" "		1919	1,823,875 96
" "		1920	3,499,963 35
" "		1921	5,070,297 57
" "	$5,429,566 86		
Less sale of materials	1,149,751 25	1922	4,279,815 61
Total			29,383,332 34

Expenditure as above		$29,383,332 34
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland canal capital, as follows—		
1905–06	$13,231 97	
1906–07	10,825 27	
1907–08	8,300 34	
1908–09	19,993 37	
1909–10	9,979 91	
1910–11	21,229 35	
1911–12	23,188 60	
1912–13	112,890 92	
1915–16	17,627 36	
		237,217 09
Total cost of Welland Ship Canal to March 31, 1922		$29,620,549 43

HUDSON BAY RAILWAY AND PORT NELSON TERMINALS.—Expenditure to March 31, 1922

——	Year ending	Hudson Bay Railway	Port Nelson Terminals	Total
		$ cts.	$ cts.	$ cts.
Government expenditure	1909	92,427 83		92,427 83
" "	1910	53,042 63		53,042 63
" "	1911	184,149 81		184,149 81
" "	1912	159,632 00		159,632 00
" "	1913	1,009,024 52	90,038 63	1,099,063 15
" "	1914	3,071,631 22	1,427,086 03	4,498,717 25
" "	1915	3,256,074 39	1,517,669 60	4,773,743 99
" "	1916	2,983,425 47	1,905,706 30	4,889,131 77
" "	1917	1,792,190 39	812,089 55	2,604,279 94
" "	1918	1,288,789 61	590,909 39	1,879,699 00
" "	1919	641,318 69	*78,760 89*	562,557 80
" "	1920	*347,153 67*	11,545 19	*335,608 48*
" "	1921		*121,063 71*	*121,063 71*
" "	1922	61,563 43	34,769 87	96,333 30
		14,346,116 32	6,189,989 96	20,536,106 28

IMPERIAL GOVERNMENT ACCOUNT.—Statement of Expenditure to March 31, 1922, in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England; per Order in Council dated Ottawa, December 19, 1916.

Expenditure fiscal year 1916–17		$ 393,053 86
" " 1917–18		3,603,279 05
" " 1918–19		178,680 85
" " 1919–20		348,103 36
" " 1920–21		777,814 83
" " 1921–22		134,679 65
	$	5,435,611 60
Less payment by Imperial Munitions Board for rails		1,356,615 62
Total	$	4,078,995 98

ACQUISITION of Grand Trunk and Associated Railway Systems.

Expenditure fiscal year 1919–20	$	14,930 55
" " 1920–21		799,941 02
" " 1921–22		453,846 81
Total	$	1,268,718 38

CANADA HIGHWAYS ACT.—Aid Granted to the Various Provinces Toward the Improvement of Highways.

Expenditure fiscal year 1920–21——	$	535,000 97
" " 1921–22		3,399,008 20
	$	3,934,009 17

QUEBEC BRIDGE.—Amounts Expended on Construction.

——	Year ending	Capital	Income
		$ cts.	$ cts.
Government expenditure	1909		422,867 12
" "	1910		111,788 02
" "	1911	227,563 40	
" "	1912	603,293 07	
" "	1913	1,512,825 96	
" "	1914	2,604,105 61	
" "	1915	2,816,305 10	
" "	1916	2,746,813 70	
" "	1917	2,733,677 00	
" "	1918	931,278 01	
" "	1919	656,761 79	
" "	1920	*880 65*	
" "	1921		24,555 50
		14,831,742 99	559,210 64
Less amount received from Phoenix Bridge Co			100,000 00
		14,831,742 99	459,210 64

Capital expenditure as above			$14,831,742 99
In this expenditure a total of $91,188.10 has been credited, being received for sale of scrap and used material from the collapsed bridge.			
Add amounts paid by the Finance Department not included above—			
Amount guaranteed by Act of 1903, Chap. 54	6,424,781 00		
Amount paid to the province of Quebec	250,000 00		
Amount paid to the city of Quebec	300,000 00		
Amount paid to Emile Tanguay, as per Supreme Court Award	485 20	6,975,266 20	
		21,807,009 19	
Less amount received from the Phoenix Bridge Co		100,000 00	
Agrees with Public Accounts Balance Sheet, 1919		21,707,009 19	
To which add the expenditure under Income ,1909, 1920 and 1921	559,210 64		
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33		
		933,563 97	
Total expenditure to date of March 31, 1922		22,640,573 16	

EXPENDITURE made from Capital Appropriations Relative to Railways During Year ending March 31, 1922

	Previous years	Year ending March 31, 1922	Total
	$ cts.	$ cts.	$ cts.
Canadian Government Railways—			
Intercolonial Railway System:—			
Canada Eastern Railway	819,000 00		819,000 00
Cape Breton Railway	3,964,432 56	5,237 77	3,969,670 33
Drummond County Railway	1,464,000 00		1,464,000 00
Eastern Extension Railway	1,324,042 81		1,324,042 81
Montreal and European Railway	333,942 72		333,942 72
Oxford and New Glasgow Railway	1,949,063 21		1,949,063 21
Intercolonial Railway	132,922,112 35	2,586,658 31	135,508,770 66
Total	142,776,593 65	2,591,896 08	145,368,489 73
New Brunswick and Prince Edward Island Railway	618,314 86	178,227 21	796,542 07
Prince Edward Island Railway	12,806,036 27	30,739 22	12,836,775 49
International Railway of New Brunswick	2,896,354 43	39,759 86	2,936,114 29
National Transcontinental Railway	167,812,567 55	675,359 48	168,487,927 03
Moncton and Buctouche Railway	149,615 75	122,552 32	272,168 07
Salisbury and Albert Railway	299,779 51	132,123 14	431,902 65
St. Martin's Railway	239,783 17	60,127 38	299,910 55
Elgin and Havelock Railway	118,204 15	16,345 88	134,550 03
York and Carleton Railway	22,047 85	7,712 46	29,760 31
Quebec and Saguenay Railway	7,708,325 24	29,526 14	7,737,851 38
Caraquet and Gulf Shore Railway	229,600 00	288,371 67	517,971 67
Lotbiniere and Megantic Railway	346,715 00	9,478 34	356,193 34
Hudson Bay Railway	20,439,772 98	96,333 30	20,536,106 28
Canadian Government Railways, rolling stock	39,589,062 25	275,085 55	39,864,147 80
*b*Quebec Bridge	14,831,742 99		14,831,742 99
Total	410,884,515 65	4,553,638 03	415,438,153 68
Other Railways and Miscellaneous:—			
Canadian Northern Railway	9,999,999 90		9,999,999 90
Annapolis and Digby Railway	660,683 09		660,683 09
*a*European and North American Railway	88,363 18		88,363 18
*a*Nova Scotia Railway	208,509 72		208,509 72
*c*Carleton Branch Railway	48,410 48		48,410 48
Canadian Pacific Railway	62,789,776 09		62,789,776 09
Yukon Territory Works, Stikine Teslin Railway	283,323 55		283,323 55
Governor General's Cars	71,538 82		71,538 82
Miscellaneous expenditure	18,345 00		18,345 00
Total	485,053,465 48	4,553,638 03	489,607,103 51

*a*Amount paid between 1868 and 1873, inclusive was transferred to Consolidated Fund.
*b*See Special Statement.
*c*This Railway, which cost $88,410.48, was sold in 1893 to the City of St. John, N.B., for $40,000.00 (Vict. Cap. 6).

Expenditure from Income Appropriations Relative to Railways

	Previous years	1921–22	Total
	$ cts.	$ cts.	$ cts.
Intercolonial Railway	280,000 00		280,000 00
Quebec Bridge	459,210 64		459,210 64
Total	739,210 64		739,210 64
Annapolis and Digby Railway	8,381 82		8,381 82
Total	747,592 46		747,592 46

Expenditure from Revenue Appropriations (Working Expenses) Relative to Railways

	Previous years	1921–22	Total
	$ cts.	$ cts.	$ cts.
Canadian Government Railways—			
*Intercolonial Railway	340,467,332 76	28,353,435 33	368,820,768 09
†Intercolonial Railway—Improvements and Betterments	2,586,230 21		2,586,230 21
Prince Edward Island Railway	18,582,405 19	1,514,808 99	20,097,214 18
International Railway of New Brunswick	2,005,026 56		2,005,026 56
Moncton and Buctouche Railway	261,465 68	98,043 60	359,509 28
Salisbury and Albert Railway	376,304 99	117,870 87	494,175 86
St. Martin's Railway	181,128 72	66,677 23	247,805 95
York and Carleton Railway	74,811 10	24,429 02	99,240 12
Elgin and Havelock Railway	166,297 93	60,900 19	227,198 12
St. John and Quebec Railway	1,379,139 63	563,143 16	1,942,282 79
National Transcontinental Railway	65,451,431 15	15,697,234 75	81,148,665 90
Quebec and Saguenay Railway	44,598 93	163,362 18	207,961 11
Caraquet and Gulf Shore Railway	106,121 41	262,111 41	368,232 82
Lotbiniere and Megantic Railway	43,171 86	41,240 69	84,412 55
Cape Breton Railway	24,432 31	50,092 07	74,524 38
Hudson Bay Railway	149,237 32	101,396 34	250,633 66
Eastern Extension Railway	538,094 06		538,094 06
Total	432,437,229 81	47,114,745 83	479,551,975 64
Other Railways and Miscellaneous—			
Canadian Pacific Railway	318,216 30		318,216 30
Miscellaneous	136,789 97		136,789 97
Total	432,892,236 08	47,114,745 83	480,006,981 91

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to $18,679.97.

†This charge to Working Expenses was credited to Rolling Stock account for the purchase of Rolling Stock out of the earnings of the railway.

Revenue Received by Railways to December 31, 1921

Railways	Previous years	1921	Total
	$ cts.	$ cts.	$ cts.
Canadian Government Railways—			
Intercolonial Railway	325,143,673 45	24,605,887 19	349,749,560 64
New Brunswick and Prince Edward Island Railway	114,170 90	*	114,170 90
Prince Edward Island Railway	12,248,633 24	888,394 77	13,137,028 01
International Railway	806,942 71	*	806,942 71
Moncton and Buctouche Railway	130,202 69	53,165 91	183,368 60
Salisbury and Albert Railway	163,208 62	58,488 97	221,697 59
St. Martin's Railway	56,461 07	23,288 76	79,749 83
York and Carleton Railway	21,752 88	7,957 07	29,709 95
Elgin and Havelock Railway	50,612 41	20,729 52	71,341 93
St. John and Quebec Railway	632,260 41	247,098 56	879,358 97
National Transcontinental Railway	51,406,608 92	14,585,286 04	65,991,894 96
Lotbinière and Megantic Railway	22,001 27	14,591 41	36,592 68
Caraquet and Gulf Shore Railway	72,725 29	99,170 02	171,895 31
Cape Breton Railway	9,655 66	24,853 93	34,509 59
Quebec and Saguenay Railway	30,890 99	129,557 95	160,448 94
Hudson Bay Railway	97,652 15	29,475 26	127,127 41
Eastern Extension Railway	462,465 68		462,465 68
Total	391,469,918 34	40,787,945 36	432,257,863 70
Other Railways—			
Canadian Pacific Railway	396,473 75		396,473 75
Total	391,866,392 09	40,787,945 36	432,654,337 45

*Revenue included with the Intercolonial Railway.

Miscellaneous Expenditure Common to Both Railways and Canals to March 31, 1922

	Previous years	1921-22	Total
	$ cts.	$ cts.	$ cts.
Capital expenditure	17,396,581 13	1,980,611 71	19,377,192 84
Income expenditure	6,471,652 58	3,733,917 51	10,205,570 09
Revenue expenditure	69,711 05		69,711 05
Total	23,937,944 76	5,714,529 22	29,652,473 98

GOVERNMENT RAILWAYS

Recapitulation of Expenditure and Revenue to March 31, 1922

	Year	Capital	Revenue		Revenue received
			Improvement and Betterment	Working expenses	
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		13,881,460 65			
Since Confederation—					
1868 to 1877 inclusive		33,476,607 70		10,059,936 93	7,270,643 05
" "	1878	2,643,741 73		2,032,873 05	1,514,846 38
" "	1879	2,507,053 71		2,233,496 34	1,419,955 60
" "	1880	6,109,077 14		1,851,489 26	1,739,137 25
" "	1881	5,577,236 73		2,220,421 39	2,200,486 25
" "	1882	5,175,046 61		2,310,638 54	2,237,583 39
" "	1883	11,707,619 02		2,636,551 70	2,541,205 41
" "	1884	14,013,074 89		2,613,508 87	2,551,937 97
" "	1885	11,224,244 54		2,749,710 53	2,624,243 07
" "	1886	4,443,220 17		2,819,973 50	2,629,336 35
" "	1887	1,846,887 18		3,152,650 40	2,840,747 88
" "	1888	1,765,582 11		3,621,076 62	3,166,253 22
" "	1889	2,709,857 37		3,513,063 67	3,167,542 67
" "	1890	2,392,767 99		3,846,044 42	3,203,874 11
" "	1891	1,184,317 34		3,949,263 73	3,181,888 56
" "	1892	417,425 73		3,748,597 77	3,136,393 51
" "	1893	712,917 44		3,288,629 62	3,262,505 62
" "	1894	585,749 01		3,226,208 13	3,179,019 57
" "	1895	376,814 83		3,197,846 17	3,129,450 37
" "	1896	324,774 72		3,254,442 64	3,140,678 47
" "	1897	204,624 31		3,195,959 58	3,060,074 38
" "	1898	270,990 85		3,507,248 88	3,313,847 10
" "	1899	1,112,348 47		3,696,612 31	3,940,570 11
" "	1900	3,309,130 42		4,665,228 06	4,774,161 87
" "	1901	3,922,989 37		5,739,051 54	5,213,381 24
" "	1902	5,386,611 24		5,861,099 54	5,918,990 43
" "	1903	3,083,680 86		6,474,134 20	6,584,598 77
" "	1904	2,619,059 86		7,599,958 57	6,627,255 51
" "	1905	6,125,481 79		8,906,154 35	7,050,892 11
" "	1906	6,102,565 74		7,893,653 49	7,950,552 97
" "	1907	7,174,370 17		6,328,745 65	6,509,186 49
" "	1908	23,684,005 25		9,595,295 43	9,534,569 04
" "	1909	29,414,227 34		9,764,586 51	8,894,420 42
" "	1910	21,505,975 91		9,095,903 96	9,647,963 71
" "	1911	24,532,466 18		10,037,878 77	10,249,394 38
" "	1912	23,108,805 52		11,074,852 80	11,034,165 83
" "	1913	17,375,968 10		12,499,925 65	12,442,203 46
" "	1914	21,628,095 15		13,559,225 45	13,394,317 37
" "	1915	21,865,663 92		12,474,453 85	12,149,357 32
" "	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
" "	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
" "	1918	34,699,416 96		33,400,460 45	27,240,956 87
" "	1919	40,193,180 64		43,889,626 07	38,013,725 69
" "	1920	11,593,148 00		48,194,709 86	41,402,061 36
" "	1921	5,096,534 94		43,770,971 10	36,814,349 70
" "	1922	4,553,638 03		47,114,745 83	40,787,945 36
Total		474,797,360 52	2,586,230 21	477,283,961 73	432,654,337 45

Total amount of capital expenditure	$ 474,797,360 52
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
*Net amount of capital expenditure	$ 474,757,360 52

*Cost of Quebec Bridge, not included nor $16,000 miscellaneous expenditure in 1914.

TOTAL EXPENDITURE AND REVENUE of the Department of Railways and Canals Prior to and Since Confederation to March 31, 1922

	$ cts.	$ cts.
GRAND TOTAL EXPENDITURE		1,276,157,749 95
Expenditure on railways	960,205,131 64	
" Quebec Bridge	15,290,953 63	
" railway subsidies	76,391,471 09	
" miscellaneous	29,652,473 98	
" Canals	194,617,719 61	
Total expenditure		1,276,157,749 95
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital account	649,337,816 05	
Revenue account	520,756,385 46	
Income account	29,672,077 35	
Consolidated Fund—Railway subsidies	76,391,471 09	
Total expenditure		1,276,157,749 95
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital	473,703,507 28	
Income	6,494,642 45	
Revenue	480,006,981 91	960,205,131 64
Quebec Bridge—		
Capital	14,831,742 99	
Income	459,210 64	
		15,290,953 63
Railway subsidies		76,391,471 09
Total expenditure on railways	$1,051,887,556 36	
Canals—		
Capital	141,425,372 94	
Income	12,512,654 17	
Revenue, staff	22,752,779 70	
Revenue, repairs	17,926,912 80	
		194,617,719 61
Miscellaneous expenditure—		
Capital	19,377,192 84	
Income	10,205,570 09	
Revenue	69,711 05	29,652,473 98
Grand total expenditure		1,276,157,749 95
REVENUE RECEIVED		
GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867, to March 31, 1922		
Railways	432,654,337 45	
Canals	19,080,516 73	
Grand total		451,734,854 18

II.—Statement Showing Subsidies Paid to March 31, 1922

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1917	1917 18	1918 19	1919 20	Total to March 31, 1922
Authority	Amount							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
47 Vic., chap. 8	51,200 00	1	Albert Southern Railway, N.B.	50,460 00				50,460 00
52 " 3								
3-4 Geo.V, chap. 46	—	2	Alberta Central Railway, Alta.	404,480 00				404,480 00
62-3 Vic., chap. 7								
63-4 " 8	—	3	Algoma Central and Hudson Bay Ry., Ont.	2,048,704 00				2,048,704 00
1 Ed. VII, chap. 7								
9-10 " 51	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	547,648 00				547,648 00
" 7	—	5	Atlantic and Lake Superior, Quebec	a163,418 19				a163,418 19
Vic., chap. 14	186,500 annually for 20 years	6	Atlantic and Northwestern Railway	3,732,000 00				3,732,000 00
Ed. VII, chap. 43	—	7	Atlantic, Quebec and Western Ry. Co., Quebec	902,800 00				902,800 00
9-10 " 51								
46 Vic., chap. 25								
47 " 8	320,000 00	8	Baie des Chaleurs Railway, Quebec	620,000 00				620,000 00
52 " 3	300,000 00							
—	—	9	Bay of Quinte Railway, Ontario, now Canadian Northern Ry.	141,722 45				141,722 45
50-1 Vic., chap. 27	62,400 00	10	Beauharnois Junction Railway, Quebec	62,400 00				62,400 00
56 " 4								
48-9 " 54	22,400 00	11	Belleville and North Hastings Railway, Ontario	21,888 00				21,888 00
49 " 19								
50-1 " 24	57,600 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario	57,600 00				57,600 00
51-8 " 4								
48-9 " 59	128,000 00							
53 " 2		13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now Canadian Northern Ry.	140,800 00				140,800 00
54-5 " 8	64,000 00							
57-8 " 4								
—	—	15	Bruce Mines and Algoma Railway, Ontario	53,920 00				53,920 00
49 Vic., chap. 10	96,000 00							
50-1 " 24	6,400 00	14	Buctouche and Moncton Railway, New Brunswick	101,600 00				101,600 00
48-9 " 59	96,000 00							
49 " 10	38,400 00	16	Canada Atlantic Railway, Ontario	282,355 20				282,355 20
50-1 " 24	180,000 00							
47 " 8	128,000 00							
48-9 " 59	19,200 00							
49 " 10	32,000 00							

App., Act. 2, 1918	175,000 00	16½	Canada Central Ry., Alberta			175,000 00		175,000 00
48-9 " 59	24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry	374,839 84				374,839 84
51 " 3	140,800 00							
57-8 " 4	35,200 00							
62-3 " 7	—	18	Canada and Gulf Terminal Ry. Co.	210,053 59				210,053 59
47 Vic., chap. 8	32,000 00							
49 " 10	57,600 00							
52 " 3	22,400 00							
53 " 2	48,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14				1,265,357 14
56 " 2	47,000 00							
57-8 " 4	70,400 00							
7-8 Ed. VII, c. 63	—							
2 Geo. V, chap. 7	—	20	Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00		25,896 00		3,120,000 00
3-4 " 10								
6-7 Ed. VII, c. 40	—	21	Canadian Northern Ontario Ry. Co.	14,386,762 51	80,963 37	17,909 32		14,485,635 20
7-8 " 63								
"	—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00				1,909,132 00
2 Geo. V, chap. 9	—	23	Canadian Northern Pacific Ry. Co., British Columbia	5,648,626 37	338,893 63			5,987,520 00
—	—	24	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75				391,819 75
60-61 Vic., chap. 5	3,630,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,404,720 00				3,404,720 00
—	—	26	Canadian Pacific Ry. Co. (Dyment Branch)	22,336 00				22,336 00
2 Geo. V, chap. 48	—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00				126,000 00
3-4 " 46	—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge	80,032 00				80,032 00
—	—	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00				153,866 00
7-8 Ed. VII, c. 63	—	30	Can. Pac. Ry. Co., Moose Jaw northwesterly	485,474 27				485,474 27
2 Geo. V, chap. 48	—	31	Can. Pac. Ry. Co., Bridge at Outlook	115,000 00				115,000 00
—	—	32	Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00				435,200 00
—	—	33	Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00				160,000 00
55-6 Vic., chap. 5	80,000 00	34	Can. Pac. Ry. Co. (Revelstoke to Arrow Lake)	80,000 00				80,000 00
"	—	35	Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00				83,200 00
4 Ed. VII, chap. 34	—	36	Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00				13,024 00
6 " 43	—	37	Can. Pac. Ry. Co. (Teulon to Icelandic River)	112,000 00				112,000 00
—	—	38	Can. Pac. Ry. Co. (Waskada Branch)	64,000 00				64,000 00
7-8 Ed. VII, c. 63	—	39	Can. Pac. Ry., Winnipeg to Gimli, Man.	34,522 43				34,522 43
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension	1,500,000 00				1,500,000 00
57-8 " 4	9,000 00	41	Cap de la Magdeleine Railway, Quebec	7,424 00				7,424 00
—	—	42	Cape Breton Extension Railway, Nova Scotia	196,800 00				196,800 00
46 Vic., chap. 25	115,200 00							
47 " 8	76,800 00	43	Caraquet Railway, New Brunswick	224,000 00				224,000 00
50-1 " 24	32,000 00							
47 " 8								
51 " 3								
52 " 3	83,612 00							
53 " 2	142,400 00	44	Central Railway, New Brunswick	226,012 54				226,012 54
57-8 " 4	48,000 00							
61 " 1								
62-3 " 1								
2 Ed. VII, chap. 48	—							

II.—Statement Showing Subsidies Paid to March 31, 1922—*Continued*

Subsidies Voted		Number	Railways	July, 1 1883, to March 31, 1917	1917–18	1918–19	1919–20	Total to March 31, 1922
Authority	Amount			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
46 Vic., chap. 2	1,525,250 00	45	Central Railway of Canada, Quebec	30,145 02				30,145 02
7 " 8		46	Central Canada Railway	1,525,250 00				1,525,250 00
6-7 Ed. VII, c. 40	—	47	Central Ontario Railway Co., Ontario, now Canadian Northern Ry.	205,862 79				205,862 79
—		48	Coast Line of Nova Scotia (Halifax and Yarmouth Ry.), now Canadian Northern Ry.	160,000 00				160,000 00
6 Ed. VII, chap. 43	—	49	Colchester Coal and Railway Co., Nova Scotia	12,800 00				12,800 00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay Ry. Co., British Columbia	88,800 00				88,800 00
50-1 " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia	44,800 00				44,800 00
52 " 3								
50-1 " 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia	39,850 00				39,850 00
5-6 " 5	89,600 00	53	Dominion Coal Company, Nova Scotia	87,808 00				87,808 00
50-1 " 24	22,400 00	54	Dominion Lime Company, Quebec	15,360 00				15,360 00
50-1 " 24	96,000 00							
52 " 3	14,400 00	55	Drummond County Railway, Quebec	423,936 00				423,936 00
53 " 2	76,800 00							
57-8 " 4	96,000 00							
"	—	56	East Richelieu Valley Railway Co., Quebec (Quebec Montreal and Southern Ry.)	69,952 00				69,952 00
3-4 Geo. V, chap. 46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta	125,202 84			213,179 64	338,382 48
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now Canadian Northern Ry.	91,200 00				91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitcodiac and Havelock Railway, N.B.	82,652 82				82,652 82
51 " 3	44,252 82							
47 " 8	96,000 00	60	Erie and Huron Railway, Ontario	96,000 00				96,000 00
47 " 6	750,000 00	61	Esquimalt and Nanaimo Railway, British Columbia	1,520,560 00				1,520,560 00
2 Geo. V, chap. 48	—	62	Fredericton and Grand Lake Railway Co., New Brunswick	216,576 00				216,576 00
52 Vic., chap. 3	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick	30,000 00				30,000 00
60-61 " 4	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	500,000 00				500,000 00
63 " 3								
56 " 2	48,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario	39,744 00				39,744 00
7-8 Ed. VII, c. 63	—	66	Grand Trunk Pacific Ry. Co.	1,220,480 00				1,220,480 00

49 Vic., chap.	10	32,000 00									
51-1 "	24	96,000 00	67	Great Eastern Railway, Quebec	40,345 00						40,345 00
56 "	2	64,000 00									
53 "	2	37,500 00									
50-1 "	24	51,200 00	68	Guelph Junction Railway, Ontario	46,000 00						46,000 00
57-8 "	4	—	69	Gulf Shore Railway Company, New Brunswick	53,699 20						53,699 20
9-10 Ed. VII, c.	51	—	69½	Ha-Ha-Bay Railway Co., Quebec	231,462 00						231,462 00
—		—	70	Halifax and Southwestern Railway Co., Nova Scotia, now Canadian Northern Ry.	1,238,150 93						1,238,150 93
51-1 Vic., chap.	24	9,600 00	71	Harvey Branch Railway Co., New Brunswick	5,553 57						5,553 57
49 "	10	108,800 00	72	Hereford Railway, Quebec	155,200 00						155,200 00
52 "	3	48,000 00									
46 "	25	156,800 00	73	International Railway Quebec	156,800 00						156,800 00
53 "	3										
7-8 Ed. VII, c.	63	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.	726,080 00						726,080 00
—		—	75	Inverness Railway and Coal Co.	368,545 97						368,545 97
47 Vic., chap.	8	160,000 00	76	Irondale, Bancroft and Ottawa Railway, Ontario, now Canadian Northern Ry.	144,000 00						144,000 00
52 "	3										
49 "	10	38,400 00	77	Joggins Railway, Nova Scotia	37,500 00						37,500 00
50-1 "	24	4,000 00									
6 Ed. VII, chap.	43		78	Kettle Valley Ry., British Columbia	2,174,190 72						2,174,190 72
46 Vic., chap.	24	89,600 00									
49 "	10	70,000 00									
50-1 "	24	12,800 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now Canadian Northern Ry.	208,732 80						208,732 80
52 "	3	32,000 00									
55-6 "	5	64,000 00									
47 Vic., chap.	8	48,000 00	80	Kingston and Pembroke Ry., Ontario	48,000 00						48,000 00
6 Ed. VII, chap.	43	—	81	Klondike Mines Railway	197,184 00						197,184 00
2 "	48	—	82	Kootenay Central Ry. Co., British Columbia	1,065,856 00						1,065,856 00
50-1 Vic., chap.	23	118,400 00									
55-6 "	4	224,000 00	83	Lake Erie and Detroit River Railway, Ontario	475,851 00						475,851 00
62-3 "	5	—									
2 Geo. V, chap.	48	—	84	Lake Erie and Northern Ry. Co., Ontario	320,192 00						320,192 00
50-1 Vic., chap.	24	65,022 00	85	Lake Temiscamingue Colonization Ry., Quebec	310,335 95						310,335 95
57-8 "	4	247,940 00									
49 "	10	11,200 00	86	L'Assomption Railway, Quebec	11,200 00						11,200 00
50-1 "	24	217,600 00	87	Laurentian Railway, now Canadian Northern Ry.	217,600 00						217,600 00
48-9 "	50	44,800 00	88	Leamington and St. Clair Ry., Ontario	51,200 00						51,200 00
50-1 "	24	6,400 00									
6-7 Ed. VII, c.	40	—	89	Liverpool and Milton Ry., now Canadian Northern Ry.	32,000 00						32,000 00
45 Vic., chap.	14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06						185,173 06
—		—									
55-6 Vic., chap.	5	48,000 00	91	Lotbiniere and Megantic Railway Quebec	96,000 00						96,000
57-8 "	4	48,000 00									
—		—	92	Maganetawan River Railway Co., Ontario	3,552 00						3,552 00

II.—Statement Showing Subsidies Paid to March 31, 1922—*Continued*

Subsidies Voted.		Number	Railways.	July 1, 1883, to March 31, 1917.	1917–18.	1918–19.	1919–20.	Total to March 31, 1922.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
7-8 Ed. VII, c. 63	—	93	Maritime Coal and Railway Co.	3,200 00				3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec	5,376 00				5,376 00
—	—	95	Midland Railway Co., Nova Scotia	399,060 40				399,060 40
—	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now Canadian Northern Ry	125,760 00				125,760 00
3 Ed. VII, chap. 57	—	97	Minudie Coal Co., Nova Scotia	18,544 00				18,544 00
56 Vic., chap. 2	67,200 00	98	Montford Colonization Railway, Quebec, now Canadian Northern Ry	167,440 00				167,440 00
57-8 " 4	38,400 00							
60-1 " 4	66,000 00							
48-9 " 59	30,000 00							
50-1 " 24	64,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00				103,600 00
51 " 3	9,600 00							
49 " 10	32,000 00	100	Montreal and Lake Maskinonge Railway, Quebec	41,280 00				41,280 00
53 " 2	10,200 00							
50-1 " 24	192,000 00	101	Montreal and Ottawa Railway, Ontario	192,000 00				192,000 00
53 " 2								
54-5 " 8								
57-8 " 4								
1 Ed. VII, chap. 7	—	102	Montreal and Province Line Railway, Quebec	58,560 00				58,560 00
48-9 " 59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57				93,757 57
53 " 2	40,000 00							
53 Vic., chap. 2	361,270 00	104	Montreal and Western Railway, Quebec	361,270 00				361,270 00
57-8 " 4	121,600 00	105	Nakusp and Slocan Railway, British Columbia	117,760 00				117,760 00
6 Ed. VII, chap. 43	—	106	Napierville Junction Railway Co., Quebec	173,440 00				173,440 00
—	—	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00				48,000 00
48-9 Vic., chap. 59	118,400 00	108	New Brunswick and Prince Edward Island Railway	113,440 00				113,440 00
55-6 " 5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00				39,840 00
Ed. VII, chap. 57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00				300,800 00
7-8 " 63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00				27,616 00
—	—	112	Northern Colonization Railway Co., Quebec	355,200 00				355,200 00
2 Geo. V, chap. 47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00				108,160 00
3-4 " 46								
46 " 26	660,000 00	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00				1,320,000 00
53 " 2	660,000 00							
55-6 " 5	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now Canadian Northern Ry	235,200 00				235,200 00
61 "								

56	"	2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now Canadian Northern Ry	30,720 00						30,720 00
53 Geo. V, chap.		2	99,200 00	117	Orford Mountain Railway Company, Quebec	202,926 50						202,926 50
3 Ed. VII, chap.		2	—									
56	"	2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario	22,400 00						22,400 00
55-6	"	5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00						779,712 00
—			—	120	Ottawa and New York Railway Company, Ontario	262,384 00						262,384 00
52 Vic., chap.		3	320,000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20						414,931 20
57-8	"	6	64,000 00									
60-1	"	4	—									
52	"	3	128,000 00	122	Parry Sound and Colonization Railway, Ontario	152,800 00						152,800 00
57-8	"	4	64,000 00									
—			—	123	Pembroke Southern Railway, Ontario	64,000 00						64,000 00
55-6 Vic., chap.		5	—	124	Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00						23,712 00
47	"	8	272,000 00									
51	"	3	41,000 00	125	Pontiac Pacific Junction Railway, Quebec	193,578 00						193,578 00
53	"	2	24,000 00									
60-1	"	4	212,500 00	126	Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00						212,500 00
63-4	"	2										
52	"	3	19,200 00	127	Pontiac and Renfrew Railway, Ontario	13,600 00						13,600 00
51	"	3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario, now Canadian Northern Ry	271,200 00						271,200 00
53	"	2										
62-3	"	7	1,000,000 00	129	Quebec Bridge Co., Quebec	374,353 33						374,353 33
63-4	"	8										
47	"	8	60,342 00									
51	"	3		130	Quebec Central Ry., Quebec	585,038 90						585,038 90
53	"	2	288,000 00									
7-8 Ed. VII, c.		63	—									
45 Vic., chap.		14	384,000 00									
46	"	25	80,000 00									
48-49	"	59	96,000 00									
49	"	10	186,295 00									
50-1	"	24	28,800 00	131	Quebec and Lake St. John Railway, Quebec, now Canadian Northern Ry	1,261,463 50						1,261,463 50
51	"	3	96,000 00									
52	"	3	64,000 00									
53	"	2	40,000 00									
54-5	"	8	5,250 00									
57-8	"	4	44,800 00									
52 Vic., chap.		3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00						96,000 00
56	"	3										
—			—	132½	Quebec, Montreal and Southern Railway Co.—*See* South Shore Ry., Quebec							
7-8 Ed. VII, c.		51	—	133	Quebec and Saguenay Railway Co., Quebec	248,801 28						248,801 28
—			—	134	Schomberg and Aurora Railway Co., Ontario	46,144 00						46,144 00
52 Vic., chap.		3	163,200 00	135	Shuswap and Okanagan Railway, British Columbia	163,200 00						163,200 00
2 Geo. V, chap.		48		136	Southampton Railway Co., New Brunswick	81,280 00						81,280 00
50-1 Vic., chap.		24	54,400 00	137	South Norfolk Railway, Ontario	54,400 00						54,400 00

II.—Statement Showing Subsidies Paid to March 31, 1922—*Continued*

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1917	1917-18	1918-19	1919-20	Total to March 31, 1922
Authority	Amount							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
7-8 Ed. VII, c. 63	—	138	South Shore Railway (Quebec, Montreal and Southern), Quebec	514,811 06	14,630 94			529,442 00
50-1 Vic., chap. 24	138,300 00							
55-6 " 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario	38,400 00				38,400 00
57-8 " 4	108,800 00							
52 " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario	375,000 00				375,000 00
2 Geo. V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	598,319 70	285,916 81		121,665 91	1,005,902 42
53 Vic., chap. 2	57,600 00							
55-6 " 5	25,024 00	142	St. Lawrence and Adirondack Railway, Quebec	149,481 60				149,481 60
60-61 " 4								
47 " 8	22,400 00	143	St. Louis and Richibucto Railway, New Brunswick	22,400 00				22,400 00
—	—	144	St. Mary River Railway Co., Northwest Territories	148,094 00				148,094 00
7-8 Ed. VII, c. 63	—	145	St. Mary's and Western Ontario Railway Co., Ontario	67,709 00				67,709 00
7-8 " 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand'Mere, Quebec	173,120 00				173,120 00
56 Vic., chap. 2	—	146½	St. Stephen and Milltown Railway, New Brunswick	14,848 00				14,848 00
3-4 Geo. V, chap. 53	—	147	Temiskaming and Northern Ontario Railway Co., Ontario	2,134,080 00				2,134,080 00
45 Vic., chap. 14	240,000 00							
48-9 " 58	258,000 00	148	Temiscouata Railway, New Brunswick and Quebec	645,950 00				645,950 00
51 " 3	100,000 00							
53 " 2	51,200 00							
7-8 Ed. VII, c. 63	—	149	Thessalon and Northern Railway Co., Ontario	6,112 00				6,112 00
52 Vic., chap. 3	54,400 00	150	Thousand Islands Railway, Ontario	29,840 00				29,840 00
63-4 " 8								
55-6 " 5	—							
57-8 " 4	—	151	Tillsonburg, Lake Erie and Pacific Railway, Ontario	150,071 48				150,071 48
60-61 " 4	—							
62-63 " 7	—							
54-5 " 8	89,600 00							
53 " 2	35,200 00	152	Tobique Valley Railway, New Brunswick	134,016 00				134,016 00
55-6 " 5	9,600 00							
59 " 10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario	14,656 00				14,656 00
56 " 2	102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816 00				188,816 00
57-8 " 4	102,400 00							
7-8 Ed. VII, c. 34	—	155	Vancouver and Lulu Island Railway Co., British Columbia	61,760 00				61,760 00
53 Vic., chap. 2	35,200 00	156	Waterloo Junction Railway, Ontario	32,800 00				32,800 00

49 Vic., chap. 10 53 " 2 62-3 " 7	}	256,000 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00				256,000 00
			158	York and Carleton Railway, New Brunswick	32,896 00				32,896 00
				Total	†75,117,415 47	720,404 75	218,805 32	334,845 55	†76,391,471 09

†This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount of $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by Vic. 47, cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec, which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1889-1920, and page 79, 1898.

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William connection with the main transcontinental line of the Canadian National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now operated by the Canadian National Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route In operation, however, these canals serve a distinct traffic of more local nature Isolated from the systems just mentioned, the navigation of the Richelieu River from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chamly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic Ocean.

A full statement of the various canals and canalized waters now in operation, with their mileage, limiting dimensions, etc., is the subject of a separate departmental publications. A summary of this data is appended to this report.

In the following detailed report the various canal systems are taken up successively in geographical order from east to west, as follows:—

The present St. Lawrence and Great Lakes route between Montreal and Lake Superior.

The route from Montreal to Kingston via the Ottawa and Rideau rivers.

The navigation of the Richelieu River from its junction with the St. Lawrence to Lake Champlain.

The route from Lake Ontario to Georgian Bay via the Trent River, etc.

The St. Peter's canal across the isthmus at the southerly end of Cape Breton island.

ST. LAWRENCE AND GREAT LAKES ROUTE

Lachine Canal

This canal was in operation through the entire season without interruption to traffic. In addition to the usual maintenance repairs such as the repairing of lock sills and gates, weirs, wharves, machinery, etc., the following special work may be

noted: The floor of regulating Weir No. 3 was renewed in concrete, the old floor having been of wood. Protection racks were placed at Weir No. 4. Thirty-one cast-iron mooring posts were set in concrete at various locks. Between Weir No. 4 and Bridge No. 6 on the south side of the canal, 200 feet of iron fence was erected along the top of the wall. Three additional booms were added at Lock 4 and Basin No. 2. At Lachine, the old composite swing bridge at the south lock and the steel swing bridge at the north lock were replaced by more modern structures. The St. Pierre River was thoroughly cleaned out between Rockfield and Turcot and all refuse was removed from the sumps of culverts at St. Henry and Atwater Avenue.

Soulanges Canal

General repairs and maintenance were attended to as usual, in addition to which the following more extensive improvements were carried out: The slopes between Locks 2 and 3 were concreted. Twenty-seven farm bridges were rebuilt in concrete or concrete with wood flooring. Construction was commenced on a large shed for the storage of lock gates, the foundation being concrete surmounted by a steel frame. A small concrete and brick garage has also been erected. Navigation proceeded without interruption during the entire season.

Cornwall Canal

This canal was opened for traffic on 18th April and was in operation for a period of eight months, the last steamer passing through it on the up trip on 15th December.

During the entire season there was but one serious interruption to traffic. On 14th June the steamer *Jed*, of the J. Sowards Co. of Kingston, collided with and carried away the upper gates of Lock 15. The damage was quickly repaired and navigation of the canal resumed within a period of thirteen hours.

In addition to a general overhauling and repairing of machinery during the period in which the canal was unwatered, repairs to banks, cleaning out, etc., the following more extensive repairs and improvements were made during the fiscal year: At the southeast masonry approach wall below Lock 15 four courses, which had been damaged by the steamer *Turret Court*, were removed for a length of 60 feet and reset; a section of road westward from the Cornwall bridge was rebuilt in water-bound macadam for a distance of 800 feet; the swing bridge at Mille Roches was refloored; at various points along the canal about 5,700 lineal feet of stone protection to banks was relaid; and the separate telephone line, which connects the overseer's house and head office with the various locks and bridges along the canal, was rebuilt throughout its entire length.

Farran's Point Canal

During the past winter the acetylene gas plant was thoroughly gone over and repaired, leaks in the tank being stopped up and the pipe mains renewed wherever found necessary. Other repairs, such as the resetting of stone protection along canal banks, were attended to as usual. The canal was operated without interruption to traffic.

Rapide Plat Canal

At Morrisburg electric lighting was installed in the offices, repair shops and storehouse; the old Government boathouse was moved from Stata's Bay to the repair yard and stored with ice for summer use; and at Lock 24 a portion of the south wall, which had been damaged by steamers, was relaid.

Galops Canal

Early in the season the swing bridge at Cardinal, which is a combined railway and highway bridge, was refloored, the electric wiring being at the same time placed in galvanized iron pipes. Some months later the street leading from the south end of this bridge, which was in bad repair, was regraded and surfaced in concrete for a length of nearly 400 feet. Other minor improvements, such as the construction of drains, sidewalks, fencing, etc., were carried out.

Welland Canal

The volume of traffic on this canal was considerably in excess of the records of any of the preceding seven years. There were 1,859 up-bound and 1,848 down-bound vessels which passed entirely through the canal. In addition to this through traffic, a large number of tugs, pleasure boats and other vessels made use of different portions of the canal. The total freight tonnage carried was 3,076,966, an increase of about 35 per cent over the tonnage of the previous season.

Several accidents which resulted in delays to traffic occurred during the year. Early in the season the steamer *Arabian* collided with and carried away the two upper gates of Lock 8. The resultant damages caused an interruption to traffic for a period of 15½ hours. At beginning of July the tug *Joseph L. Russell* struck and carried out two gates at Lock 12 causing a delay of 13 hours before traffic could be resumed. On October 4 the suction from the wheel of the steamer *Glenafton*, in leaving Lock 25, displaced one of the gates. It was found necessary to replace this gate, and a delay to traffic occurred of 14 hours. The vessel was not held responsible for the damages. In the same month the upper gates of Lock 3 were struck and carried out by the steamer *Robert H. Rhodes*. The heavy current which was set up above Lock 3 washed out the water pipe of the town of Port Dalhousie, which crosses the canal at this point, cutting off for a time the municipal water supply. No other serious damage resulted, however, and spare gates were placed and navigation of the canal resumed within a period of 11½ hours.

New Canal.—Of the various repairs and improvements carried out on the new canal during the year, the following may be noted: Work on the new 14-foot highway along the easterly side of the canal, which had been in progress for the past two seasons, was entirely completed. At Locks 1 and 3, two 100-foot steel swing highway bridges were erected. The approach to the Niagara Street bridge, on the southwesterly side, at St. Catharines, was improved by the laying of a new asphalt street pavement and sidewalk, and at Welland Junction, the westerly approach to the highway bridge was macadamized. Preparations have been made for the installation at Lock 6 of the Gowan Safety Device. Between Ramey's Bend and Port Colborne, the canal transmission line was rebuilt throughout. Repairs were completed on that portion of the east entrance pier at Port Dalhousie which had been undermined, and the crib-work at Lake Street bridge was capped with concrete. Many other lesser repairs also received attention.

Old Canal.—At Merritton and St. Catharines, the hydraulic raceways were unwatered and concrete aprons constructed below Black's spillway and at the Maple Leaf Milling Company, and other lesser repairs were attended to at various parts of the canal.

Canal Feeder.—The former temporary wooden span over the lock at Dunnville was replaced by a concrete structure, and at Feeder Junction lock a concrete highway bridge was erected replacing the old wooden swing bridge. The roadway at the northerly approach to the Dunnville dam was relaid in concrete with tarvia surface; the

Forks road within canal limits was macadamized, and a start was made on a concrete roadway along the northerly side of the canal between Dunnville and Stromness. No trouble was experienced during the year from unusual water conditions in the Grand river.

Port Colborne Elevator.—The Government Elevator at Port Colborne in 1921 received 48,368,303 bushels of grain, an increase over the receipts for the year 1914 of slightly more than 25 per cent. The net earnings for the year were $106,072.41.

Welland Ship Canal

For a detailed description of the various works which it is proposed to undertake in the carrying out of this work, it will be necessary to refer back to the report of the engineer in charge contained in the annual report of this Department for the fiscal year 1913-14, page 359. In the present report, as in that of last year, a brief resumé of the general scheme involved may, therefore, not be out of place.

The proposed ship canal leaves Lake Ontario at the mouth of Ten-mile creek, about three miles east of Port Dalhousie, follows an entirely different route from the present canal as far west as Allanburg, about half way across the peninsula, and from here proceeds along the course of the present canal to Port Colborne on Lake Erie. The total distance traversed from lake to lake will be 25 miles. The difference of level between the two lakes, 325½ feet, will be overcome by seven lift locks, each having a lift of 46½ feet. The locks are to be 800 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism is to be 200 feet. A new breakwater, now under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake than the present breakwater. Extensive harbour works are contemplated for the Lake Ontario entrance at Port Weller. For purposes of construction, the canal is divided into nine sections or contracts numbered from the Lake Ontario end. During the past fiscal year, work has been carried on on sections 1, 2, 3, 4 and 5.

On account of strikes and various other labour troubles, construction work on this canal has been very considerably retarded ever since work was resumed after the war period. Conditions however have materially improved since the cessation of work on the Niagara Development at the end of 1921 and the consequent increase in the supply of labour.

Following is a brief summary of the work performed and in progress on the various sections of the canal during the fiscal year:—

Section No. 1.—This section extends from Port Weller on Lake Ontario in a southerly direction, a distance of nearly 3 miles inland, and comprises the entire harbour construction, prism excavation and one lock with weirs, etc., together with the construction of two bridges over the canal.

No further dredging was done during the year in Port Weller Harbour, nor was any work performed on the harbour cribs and docking. A large quantity of excavated material from Section 3 was placed along the outer slopes of the east and west harbour embankments. Excavated material from Sections 1 and 2 was also placed along both inner and outer slopes of the east embankment. Along the west embankment of the harbour, a pole transmission line, 7,200 feet in length, has been erected to supply electric power for a marine signal installation at the extreme north end of the west embankment, the signals consisting of a lighting fixture of five 100 watt lamps and an electrically operated bell for foggy weather. Work on Lock 1 has proceeded satisfactorily during the year, both walls being well advanced towards completion as well as a considerable portion of the lock floor. Upwards of 89 per cent of the concrete work on this lock has now been placed. At the regulating weir the

concrete work is about half finished. The fixed reinforced concrete portion of Bridge No. 1 which carries the N.S. & T. Railway and the highway over the Canal, has now been completed. On the canal prism south of Lock 1 about 103,000 cubic yards of material was excavated. To summarize the progress of the various classes of work performed on this section, it may be stated that up to date there has been completed 88 per cent of the rock excavation, 77 per cent of the earth excavation, 35½ per cent of work on watertight embankments, and of concrete of all classes, 68 per cent.

Section No. 2.—The extent of this section is approximately 4½ miles. The work involved comprises the taking out of canal prism and construction of embankments, the building of Locks 2 and 3 with entrance walls, etc., and the substructures of several highway bridges.

The following work was performed on this section during the fiscal year: The construction of Lock 2, for which the excavation had been completed last year, was carried on throughout the entire season. Exclusive of entrance walls, about 72 per cent of the concrete work has now been completed. At Weir 2, excavation, piling and other preliminary work are well advanced. Considerable excavation was performed at the site of Bridge No. 4 but no work has yet been done on the substructure. The watertight embankment of Pond 3 has been practically completed. At the site of Lock 3 excavation for the pit was considerably advanced and seams in the rock foundation thoroughly grouted. Summarizing, the progress on various classes of work on this section stands as follows—Rock excavation 54 per cent, earth excavation 71 per cent, watertight embankment 72 per cent, and all classes of concrete 38 per cent.

Section No. 3.—This section extends southerly from Section 2 for a distance of about 2 miles. The work involved comprises the excavation of canal prism and lock sites, the construction of three twin locks in flight and one single lock together with masonry approach walls, a core wall for a dam, control weirs and other minor structures and the building of a large earth dam at the head of the flight locks.

During the past year excavation work has been carried on continuously and a satisfactory advance has been made. Work has progressed well at twin locks No. 6 and concrete to the extent of about 6½ per cent of the total has been placed which included a considerable portion of the lock floors as well as portions of the east, centre, and west walls. Excavation of the canal prism between Locks 6 and 7 is now well advanced towards completion and the wall along the west side has been finished. At the site of Lock 7 the excavation work is practically completed and a small amount of concrete work has already been done. The west wall at the upper entrance to Lock 7 is now well advanced, and the canal prism excavated. The centre guide pier of Bridge No. 9 has been completed, and from this point southerly, rock excavation along the canal prism proceeded without interruption since the beginning of the fiscal year. The concrete wall on the east side has been completed for a considerable distance. The rock crushing plant has been in continuous operation and all other facilities for furthering the work have been put in good order. Of the various classes of work on this section, the following percentages have now been completed: Rock excavation 68 per cent of 2,948,000 cubic yards, earth excavation, 60 per cent of 4,863,000 cubic yards, and concrete work 12·5 per cent.

Section No. 4.—The extent of this section is about 2 miles southerly from the end of Section No. 3. The work involved comprises the excavation of canal prism, the construction of a new waterworks reservoir for the town of Thorold, the relocation of a branch of the Grand Trunk Railway, and various other lesser undertakings.

Preliminary operations and a small amount of earth excavation have been carried out on the canal prism. Over half of the excavation work necessary for the new

Thorold reservoir has been completed, and stone lining is being placed as the work progresses. The work of rebuilding a section of the Grand Trunk Railway in a new location north of the centre line of the canal has progressed satisfactorily, the embankment being now well advanced.

Section No. 5.—This section is about 3¼ miles in length. The work involved comprises rock and earth excavation and dredging, the construction of the substructure of bridges at Allanburg and Port Robinson and small quantities of concrete and stone protection along canal banks.

During the year, over half the estimated rock excavation has been performed and about 90 per cent of the earth excavation. Dredging operations were carried on during a large part of the season. Some preliminary work was also performed at the site of Bridge No. 12 at Allanburg.

Sections 6 and 7.—The extent of these two sections is about 8¼ miles, a considerable portion of the projected route being along the line of Chippewa Creek and the present Welland Canal.

No construction work has as yet been undertaken on either of these sections.

Construction Railway.—Considerable maintenance work was carried on during the year which included the replacement of 2,000 track ties and the placing of 6,000 cubic yards of ballast, the construction of two new sidings in Merritton yard, and the renewal of the entire floor of the double-track bridge across the present canal.

Traffic over the railway has been considerably heavier than in the year before, the average number of trains per day being 129, while the total number of cars handled was 38,282. With the exception of one derailment, there were no accidents during the entire year.

Laboratory.—To provide for the proper distribution and testing of cement, an office and laboratory has been erected at Merritton, in charge of a Tester of Building Materials. Complete tests are here made of all cement, stone and sand supplied as well as thorough investigations into correct proportioning for concrete of various strengths, and other similar work.

Sault Ste. Marie Canal

This canal was in operation for the usual period of eight months. A decrease, as compared with the previous year, was noted both in freight and passenger traffic. It may be observed, however, that for Canadian vessels only the traffic through the Canadian and American canals taken together showed an increase of 12 per cent in the total registered tonnage of vessels, and in actual freight tonnage, an increase of 21½ per cent. The foregoing may be readily accounted for by the fact that many Canadian vessels find it necessary to take advantage of the deeper draught afforded by the American locks.

No serious accidents occurred in the canal to obstruct traffic during the entire season of navigation, a few minor delays only being experienced.

The work of renewing the top of the lower south pier was completed during the summer, and at the close of navigation a start was made on a similar improvement to the upper south pier, the top being removed for a distance of 300 feet preparatory to its renewal in concrete. Painting and various minor repairs and improvements were attended to as usual.

OTTAWA AND RIDEAU RIVERS

St. Anne's Lock

A new furnace was installed in the overseer's house and other lesser improvements received attention. The concreting of the river face of the upper wing dam, which had been begun in the previous year, was continued for a further length of 125 feet. Navigation closed at the end of November.

Carillon and Grenville Canals

New gates were installed at Lock 1 and all locks, gates. buildings and bridges were painted. A new blacksmith shop was constructed and the wharf at Greece's Point repaired. Breaks which had occurred in the Carillon dam were repaired with stone-filled cribwork and numerous other minor repairs and improvements attended to.

Rideau Canal

During the past fiscal year a slight increase in traffic over the year previous was observed in the number of lockages, the improvement amounting to about 6 per cent. Very good water conditions prevailed during the entire navigation season and no difficulties were experienced at the outset from unusual freshets.

A considerable number of repairs and improvements were carried out along the route of the canal, among the more important of which may be mentioned the following: At the Ottawa lock station one of the old mitre sills was taken out and replaced by a new sill of iron-faced concrete. For a distance of over three-quarters of a mile, or between Patterson's Creek and the end of the Deep Cut, the old woden retaining wall along the west side of the canal was removed and replaced by a concrete wall finished with a pipe railing. The Bronson Avenue bridge was refloored. At Hartwell's lock station the concrete wall, which had been begun in the previous year, was completed, and two cribwork piers were built at the mouth of the creek between which a boom can now be stretched for the storage of timber. A concrete wall 3,500 feet in length was constructed along the canal bank at Hogsback, replacing the former dry stone wall. The roadway behind this wall is to be graded and completed during the coming season. The swing bridge over the lock at Long Island station was rebuilt. At Nicholson's lock station the old store house was replaced by a new one on concrete foundation. The kitchen of the lockman's house at Smith's Falls, which had been destroyed by fire, was rebuilt. At this point also a concrete wall 800 feet in length was constructed along the south side of the canal basin. At the detached lock, the lay-by piers were taken down and rebuilt. A few small repairs to wharves and bridge floors were made on the Perth branch. At the Narrows lock station both the upper wing walls, recesses and gate piers were taken down and rebuilt with concrete blocks made last year at the Brook's Bay yard. At the same point the lay-by piers were rebuilt as also a new rest pier for the swing bridge. The lower mitre sill at Newboro lock station was rebuilt. At this lock also the lower east wing wall was taken down and reconstructed with concrete blocks, and the frame beacon at the entrance to Elbow channel, which had been destroyed last summer, was rebuilt. At Brook's Bay, on Lake Opinicon, a concrete yard was established, this point being particularly suitable on account of its proximity to a bed of fine gravel. A wharf and other conveniences for the manufacture and shipping of the concrete blocks have also been constructed. At Jones' Falls the wooden steps on the lock slopes have been rebuilt in concrete. A new swing bridge has been installed at Lower Brewer's Mills, and at Kingston Mills a new Collector's office on concrete foundation has been built

During the navigation season the dredge *Tay* was engaged in the cleaning out of the cut below Hartwell's locks, the excavated material being used for the dams at Hogsback and Black Rapids, as well as in the excavation of a channel for a waste weir below the Black Rapids dam. The tugs *Agnes* and *Loretta* were constantly employed in towing and other work.

RICHELIEU RIVER NAVIGATION

St. Ours Lock

The St. Ours end of the dam was reinforced with stone filling and a new set of booms was moored, and the above-water portion of the two mooring piers above the dam was renewed in concrete. The usual lesser repairs received the customary attention.

Chambly Canal

The stone slopes between Lock 3 and Bridge No. 7 and in the vicinity of Locks 2, 5 and 6 were improved, as also the tow path between Lock 6 and Bridge No. 3. The canal face of the crib wharf on the north side above Lock 7 was rebuilt in concrete along a length of upwards of 250 feet, and at the upper wing dam at St. Johns the river face of the crib for a length of 1,440 feet was rebuilt in concrete. The harbour at St. Johns was dredged above Lock 1 and various lesser repairs attended to.

LAKE ONTARIO TO GEORGIAN BAY

Murray Canal

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County peninsula, connecting the bay of Quinté with lake Ontario, is without locks.

Small repairs only were required on this canal among which may be noted the lay of new flooring on the Trenton, Smithfield and Brighton Road bridges, repairing of timber walings on bridge piers and abutments, repairing of the roadway along the north side of the canal and the resetting of about 1½ miles of stone protection along the canal slopes.

Trent Canal

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the Bay of Quinté, where direct connection is made with Lake Ontario, and Honey Harbour, on Georgian Bay, from which the waters of the Great Lakes are at once accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks. The route may be briefly described as follows: Between Trenton and Rice Lake the canal follows the line of the Trent River. Passing through Rice Lake it enters the Otonabee River, the route of which is followed to its source in Katchiwano Lake. From this lake the line of the canal passes in succession through Clear Lake, Stoney Lake, Lovesick Lake, Buckhorn Lake, Pigeon Lake, Sturgeon Lake and Cameron Lake to the west side of Balsam Lake. From here a connection is made by an artificial cutting with a small lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry Lake. From the south end of Cranberry Lake connection is made with

Lake Simcoe by another artificial cutting. Passing through Lake Simcoe the route of the canal continues to the Severn River, the line of which is followed to the Georgian Bay outlets at Honey Harbour and Port Severn. From Trenton the canal rises to a summit at Balsam Lake, the level of which is about 597 feet above that of Lake Ontario. From Balsam Lake to Georgian Bay there is a fall of 262 feet. Between Trenton and Washago the canal has been practically completed and open to traffic since June, 1918, or for a distance of 203·6 miles. On the westerly portion of the route of the canal, or between Lake Couchiching and Georgian Bay, various works are under construction, a description of which will be found under a subheading farther on in this report. When completed, the total length of the canal from lake to lake will be about 236 miles.

Canal in Operation

As already stated in previous reports, that portion of the Trent canal which lies between Trenton and Rice Lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation may therefore be stated as 203·6 miles, or between Trenton and Washago at the head of Lake Couchiching. In addition to this is maintained the Lindsay branch, 30 miles in length, and various other channels aggregating in all about 60 miles. The total extent of canal and canalized waterways maintained in operation is therefore slightly over 300 miles.

Of the various repairs and improvements effected during the year the following are among the more important. The dredging of Dangerfield Bar in the Otonabee River was resumed and the dredge *Fenelon* was in continuous operation at this point for nearly six months during which time 22,440 cubic yards of material was taken out. The dredge *Auburn* was also in operation for a similar period, work being carried on at "Stewart's" in Rice Lake, and at the mouth of the Otonabee River. These dredging operations have resulted in a very material improvement in navigation depths in the Otonabee River. Houses for the accommodation of lockmasters were erected at Locks 5, 15 and 17. At Fenelon Falls the wooden superstructure of the detached upper entrance piers was renewed in concrete, eleven piers in all being rebuilt. The old timber wharf at Lindsay was rebuilt, a concrete wall being erected all round the former structure and the enclosed area back filled with stone. The new structure is stepped for the convenience of small boats and constitutes a material improvement. The metal work of the Peterboro lift lock was sandblasted and repainted, as also the lift lock at Kirkfield. A commodious store house was erected at Peterboro, the interior being fully equipped with all necessary conveniences. Work on the Mississaugua dam, which had been discontinued at the middle of April, was resumed in August, coffer dams were constructed above and below the site, and concrete work was continued throughout the winter. A small amount of work still remains to be done. At the outlet of Oblong Lake the work of replacing the old cribwork dam by a modern concrete structure was commenced at the beginning of August last and completed by the end of February, after which buildings were taken down and moved to and re-erected at the site of the proposed Eagle Lake dam where work will be carried on next season. The work of replacing the "run around" dam at the south end of Kashagawi Lake by a rip-rapped earth embankment was completed in March. The timber slide at Scott's Mills was reconstructed and the slide at Bottle Lake was sufficiently repaired to carry it over another season. A number of new lock gates were constructed and various other lesser repairs and improvements received the usual attention.

Storage and water flow conditions for the past fiscal year were at all times adequate. Freshet levels of the present spring were unusually high, though the levels of the year 1913 were hardly attained.

Canal Under Construction

That portion of the Trent canal which is now under construction lies as already noted between Washago, at the head of Lake Couchiching and Honey Harbour and Port Severn on Georgian Bay, and is known as the Severn Division. This division is for convenience divided into four sections, namely, the Port Severn section, from Port Severn on Matchedash Bay to Gloucester Pool; Section No. 1 from Honey Harbour to the Big Chute and the Severn River; Section No. 2 extending from the last-named point up the Severn River to MacDonald's Chute; and Section No. 3 from MacDonald's Chute to the head of Lake Couchiching. The only work done on this division during the last fiscal year was the partial completion of the piers and abutments of the new Hamlet bridge on Section No. 3, which work was performed by the Randolph Macdonald Company under contract. At the end of the season the piers and abutments were practically complete, but some work remained to be done on the river guide pier. It is expected that the steel superstructure will be erected early in the coming season and the whole bridge then completed.

On that portion of the Trent canal which has been in regular operation, or between Trenton and Washago, certain works have also been performed by the construction forces including the building of new dams at Lakefield and Nassau on the Peterboro-Lakefield division. The former was completed during the past fiscal year and the southerly portion of the Nassau dam, including the affiliated work of the substructure of the new Canadian General Electric Company's power house was also completed. It is expected that the northerly half of this dam will be finished during the fiscal year 1922-23, thus completing the whole structure.

At Bobcaygeon on the Lakefield-Balsam Lake division the great bulk of the work on the new canal lock, dam and dry dock, under contract with the Randolph Macdonald Company, has been completed. Some dredging in the upper and lower entrances, backfilling of structures and construction of lower entrance piers remain to be done. The new highway swing bridge under contract with McGregor and McIntyre, Limited, Toronto, at this point was erected and completed with the exception of the field painting which will be carried out early next season.

On the Ontario-Rice Lake Division certain cleaning and dredging which was being done under contract by Fred. A. Robertson & Company at various points was completed. A contract has just been awarded to the Wm. Hamilton Company of Peterboro, for the supply and erection of gates and operating machinery for the three submerged sluices at Dam No. 10, Campbellford.

During the past winter survey work was continued on Piegon Lake.

St. Peter's Canal

This canal, which was constructed between the years 1912 and 1917, connects the Bras d'Or Lakes with St. Peter's Bay on the southeast coast of Cape Breton Island. It consists of a tidal lock 300 feet in length and 48 feet in width and provides for a minimum depth of water on the lock sills of 18 feet.

During the past season this canal was in operation from 19th April till 7th January of the present year, a period of nearly nine months. The total number of vessels making use of the canal during this time was 1,766, this volume of traffic being practically the same as that of the preceding year.

Repairs of a minor nature only, such as painting and whitewashing and the scraping and cleaning of the lock gates, were found necessary during the year.

Hungry Bay and St. Barbe Dykes

The protection walls along Lake St. Francis were strengthened particularly a portion 1,000 feet in length in the Parish of St. Stanislaus and 1,700 feet in the

Parish of St. Barbe. The bad spots in the roadway along the Hungry Bay dyke were filled in and culverts repaired. The steel superstructure of "Pont Masson" between the mainland and the Grande Ile de Salaberry was sandblasted and repainted.

Enlargement of the St. Lawrence Canals

For many years the question of the ultimate enlargement of the St. Lawrence Canal system between Lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years, the work of completing definite plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

During the past season, one boring party has continued the investigation of subsurface conditions on the sites proposed for structures, and also at some other points where the rock elevation was considered desirable for a proper study of various schemes. One survey party has been employed in making additional surveys to supplement those already compiled, chiefly on the south shore of lake St. Francis and in the international section of the river. This party has also collected data relative to ice formation in the river, and recorded its action throughout the winter.

An office staff has been employed throughout the year in the preparation of plans and estimates, a large part of which were incorporated in the joint report of Colonel W. P. Wooten, of the United States Corps of Engineers, and myself, which was filed with the International Joint Commission on June 24, 1921. Since the joint report on the St. Lawrence improvement was filed, further data on the hydraulics and ice action of the river has been obtained, and an economic analysis of the whole project is now being prepared.

CANALS OF CANADA

Name	Location	Length in Miles	No. of	Locks		
				Minimum dimensions		
				Length	Width	Depth
				Ft.	Ft.	Ft.
St. Lawrence and Great Lakes						
Lachine	Montreal to Lachine	8·50	5	270	45	14
Soulanges	Cascades Point to Coteau Landing	14·00	5	280	45	15
Cornwall	Cornwall to Dickinson's Landing	11·25	6	270	45	14
Farran's Point	Farran's Point Rapid	1·25	1	800	50	14
Rapide Plat	Rapide Plat, Morrisburg	3·65	2	270	45	14
Galops	Iroquois to Cardinal	7·30	3	800	50	14
Welland	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie	26·75	26	270	44	14
Sault Ste. Marie	St. Mary's Rapids, 47 miles west of Lake Huron	1·30	1	900	60	19·5
Ottawa and Rideau Rivers						
St. Anne's Lock	Junction of St. Lawrence and Ottawa rivers	0·12	1	200	45	9
Carillon	Carillon rapids, Ottawa river	0·75	2	200	45	9
Grenville	Long Sault rapids, Ottawa river	5·75	5	200	45	9
Rideau	Ottawa to Kingston	126·25	47	134	33	5
	Rideau Lake to Perth (Tay Branch)	7·00	2	134	33	5
Richelieu River						
St. Ours Lock	St. Ours, Que	0·12	1	200	45	7
Chambly	Chambly to St. Johns, Que	12·00	9	118	22·5	7
Lake Ontario to Georgian Bay						
Murray	Isthmus of Murray Bay of Quinte	5·17	None	.....	.....	12
Trent	Trenton to Peterboro Lock, Peterboro	89·0	18	175	33	8·3
	Peterboro Lock to Sparrow Lake	121·0	24	134	33	6
	Sturgeon Lake to Port Perry (Scugog Branch)	30·0	1	142	33	6
Miscellaneous						
St. Peters	St. Peters Bay to Bras d'Or Lakes Cape Breton, N.S.	0·49	1	300	48	18

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS 1918, 1919, 1920 and 1921

Canals	1918		1919		1920		1921	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine	April 30	Dec. 17	April 16	Dec. 12	May 1	Dec. 11	April 18	Dec. 14
Soulanges	May 1	" 17	" 18	" 12	" 1	" 11	" 18	" 14
Cornwall	April 24	" 17	" 17	" 13	April 30	" 12	" 18	" 15
Williamsburg—Farran's Point	" 26	" 16	" 17	" 17	" 29	" 13	" 18	" 16
Williamsburg—Rapide Plat	" 24	" 16	" 17	" 13	" 29	" 13	" 18	" 16
Williamsburg—Galops	" 24	" 16	" 17	" 13	" 29	" 13	" 18	" 16
Welland	" 23	" 20	" 19	" 13	" 19	" 15	" 15	" 19
Sault Ste. Marie	" 23	" 17	" 19	" 13	" 23	" 22	" 9	" 16
St. Anne's	" 26	Nov. 30	" 17	Nov. 30	" 19	Nov. 27	" 15	Nov. 30
Carillon	May 1	" 30	May 1	" 25	May 1	" 30	" 15	" 30
Grenville	" 1	" 30	" 1	" 25	" 1	" 30	" 15	" 30
Rideau—								
At Ottawa	" 1	" 30	April 11	Dec. 15	" 1	" 30	May 1	" 30
At Kingston	" 1	" 30	May 1	Nov. 28	" 1	" 29	" 1	" 15
Trent—								
Ont. Rice Lake Div., Lower Section	June 3	" 27	" 2	" 6	" 12	" 8	" 13	" 5
Trenton Bridge							April 14	Dec. 1
Ont. Rice Lake Div., Upper Section	May 6	" 16	" 1	" 23	" 3	Oct. 30	May 3	Nov. 10
Hastings to Rice Lake	" 6	" 16	" 15	" 14	" 12	Nov. 8	" 12	" 10
Rice Lake to Peterboro	April 20	Dec. 4	" 3	" 24	" 3	Oct. 30	April 23	" 26
Peterboro to Lakefield	May 17	Nov. 27	" 10	" 25	" 8	Nov. 20	" 29	" 8
Peterboro Lift Lock	" 17	" 6	" 15	" 7	" 1	" 20	May 12	" 7
Lakefield to Bobcaygeon	" 9	" 21	April 29	" 15	" 17	" 16	April 6	" 25
Bobcaygeon to Rosedale	" 6	" 28	" 21	" 18	" 18	" 6	" 19	" 21
Kirkfield Lift Lock	" 24	Oct. 25	May 21	Oct. 23	" 1	" 20	May 8	Oct. 6
Kirkfield to Lake Simcoe	" 25	Nov. 1	" 7	" 23	April 24	" 13	" 8	" 11
Lake Simcoe to Orillia	" 25	" 5	" 1	Nov. 20	May 8	Oct. 20	" 30	" 11
Scugog River to Lindsay Lock	April 26	" 22	April 12	" 23	" 14	" 19	" 20	Nov. 6
Murray	April 21	Dec. 7	April 14	Dec. 4	April 12	Dec. 4	April 11	Dec. 5
St. Ours	" 29	Nov. 20	" 23	Nov. 30	" 22	Nov. 25	" 15	Nov. 30
Chambly	May 1	" 30	May 1	" 30	May 1	Dec. 1	" 18	" 30
St. Peters	May 3	Jan. 13 1919	April 10	Jan. 3 1920	April 19	Jan. 10 1921	" 19	Jan. 7 1922

REPORT OF A. W. CAMPBELL, M.E.I.C., CHIEF COMMISSIONER OF HIGHWAYS

Major Graham Bell, C.M.G.,
Deputy Minister,
Department of Railways and Canals,
Ottawa.

Sir,—During 1919 and 1920 the mileage of highway construction and improvement placed under contract by the different provinces was definitely restricted by the consideration of cost. Until the fall of 1920 unprecedented rates for labour and materials mounted. Consequently, the amount of work completed with Federal aid prior to 1921 is largely accounted for by the fact that it was possible for the Provincial Departments of Highways to carry out extensive preliminary construction operations, economically with their own equipment under provincial engineers directing labour forces.

The year 1921 was exceptionally favourable for the carrying out of an accumulated programme of work. Although one or two of the provinces still regarded prices as too abnormal to justify the awarding of contracts on anything but the most urgent work, the marked decline in rates led to the submission to the Department of numerous project statements from different provinces for approval of proposed immediate or early construction on projects, some of which had been held in abeyance for years. Surveys had been made, plans and estimates prepared, and all was in readiness for the call of tenders. Another factor facilitating work was a greater availability and hence greater efficiency in the labour offering. The weather contributed also in making it possible for the different Provincial Departments of Highways to extend weekly their mileages of widened, drained and generally improved highways. The amount of construction and improvement work undertaken and completed by each province in connection with the Canada Highways Act during the year 1921 was very creditable. For reasons indicated, this was the first year, when all the provinces with the exception of Alberta were fully operating with Federal assistance.

The number of contractors interested in highway construction projects has increased very considerably since 1919. While the greater abundance of labour units and better prices of materials tended to stability of construction conditions, and to the creation of confidence, in contractors, other reasons explain their increase in numbers. More costly operations, requiring special equipment designed to build a specified type of pavement, and the placing of longer mileages of work for such operations as grading, under construction, have led to much tendering for such work by ex-railway contractors, whose constructural and administrative experiences have been found to be invaluable aids in attempting to solve Canada's highway transportation problem. Moreover, the clause in the Federal highway legislation of 1919 requiring all expenditures in connection therewith to be made by the contract method of construction, except for good reasons and by consent, has had a noticeable effect in this connection, and not alone in regard to projects being improved with Federal aid.

The method of construction of highway projects is one of the debatable problems constantly before administrators of highway legislation. Theoretically the advantages of having all construction operations performed by the contract method are plain. It tends towards definiteness of work, because plans based upon careful surveys to determine the amount of work involved are necessary, unit estimates as a guide to proper cost are customary, and definite specifications are the rule. Again perform-

ance records of labourers are generally higher under the contract method. The fact that contractors have no regard to the personal affiliations or connections of the labour offering, and being employed is a consideration of weight with many administrators. The elimination of any form or degree of favouritism not alone in fact to labourers, but also to contractors, is generally recognized as being in the public interest. An alert public interest in the efficiency of all forces publicly employed, and in the value given for the comparatively high costs necessarily incurred for the improvement of primary public highways has widened as responsibility for their condition has increased from being of practically purely local concern, to a matter of national moment.

There are, however, certain considerations in favour of the day-labour method of procedure of meeting modern demands for public highway transport service. For example, some equipment required for the proper maintenance of improved roads, work the Provincial Departments of Highways themselves must do, is of equal value for construction purposes. In fact the possibility of prompt maintenance work is one of the reasons leading to the installation of late by a number of Canadian cities of their own paving plant. It is in accord with business principles that a province operate for instance a bituminous pressure distributor during the summer months in making constant applications as required of dust palliatives and light bituminous road binders, and then at suitable, if limited, occasions use it for construction work. Teams required for grading or dragging can be economically used in drawing surfacing materials, etc. Again some of the modern road-building equipment is so costly that few contractors can afford to secure it. For such reasons, the applications of some departments for approval of their proposal to construct some portion or all of a project by days labour, and with their own equipment, have been allowed as being quite valid and reasonable. When method other than tender and contract is proposed in applications for Federal aid, full and adequate explanations have been required. Insistence upon the full information supplied by surveys, even when the work may be done by days labour, overcomes a defect formerly associated with this method.

A letter to the different Provincial Deputy Ministers of Highways asking for expressions of opinion regarding the desirability of awarding highway contract when labour is most slack, with a view to relieving unemployment, securing better prices for operations, and enabling contractors to get their equipment and portable materials on the ground when rates of transportation are lower brought generally favourable responses. While the general practice appears to have been to let contracts in the late spring months, the advantage of having plenty of time between the calling and the award of contracts, after all the preliminary information has been secured, so as to enable all contractors interested to become familiar with the proposed work, which in the rush of the spring months is not always possible, was also referred to by some provincial deputy ministers.

Longer seasons for highway construction operations have been occasioned by the fact that the development of road traffic has so greatly exceeded the normal rates and degrees of construction and improvement. In order to meet partially the needs of modern traffic, road-work should be carried on actively during every month of the year. At present in Canada, frost conditions and financial limitations alone preclude this from being done. As such work as bituminous penetration and bituminous concrete can be done only in warm weather, the working season for such types of construction is limited to four or five months of the year. Where provincial finances will permit, the work of grading, collection and preparation of materials and surfacing with metal is being carried on from seven to ten months of the year.

The usage of and wear on primary and secondary roads has of late become much greater than formerly both by reason of the modern road vehicle and of changes in industrial conditions. The roads suffer not alone from the numbers, weight, capacity and speed of motor vehicles, but also because industries are drawing their supplies

from larger zones. Decreases in many districts in the numbers of local grist-mills, saw-mills, creameries, and increases in the capacity of the central mill or market have necessitated longer hauling distances for local producers, and where road surfaces and equipment permit, heavier loads. The adequacy of any road is relative to traffic conditions, but experience with improved roads shows that being relatively few in number, they soon draw a traffic out of proportion to that using them when unimproved. A certain margin of extra support for the unknown traffic that may be expected to use main trunk routes is therefore found to be a judicious provision in building them.

On a number of the main trunk highways recently improved, there have been established public carrier motor bus lines, particularly between urban centres, summer resorts and other places not being served by steam or electric railways. In this connection, where the approaches to cities and towns have been improved with modern pavements, extension of suburban limits are familiar in different provinces, followed by motor-bus auxiliaries to established transportation lines. The volume of traffic from a large city to another may be represented by two elongated letter V's, joined at the base. Hence a policy of building massive foundations and structures and durable surfaces for short distances at the approaches of large centres of population and then tapering the character of finishing, more or less according to the present volume of traffic is a reasonable and conservative plan of development of highway transport facilities.

As highway traffic and rate of travel increase, the question of accident prevention assumes increased importance. Road surveys are therefore taking on a wider meaning to include proper provision for the public safety. In the actual construction of roads, such measures include the widening of travelled surfaces, the enlargement of curves at turns, the improvement of lines of sight by straightening locations, cutting down brush and shrubbery at crossings, etc., the elimination of dangerous level highway-railway crossings, and the placing of standard signs of direction and danger on all improved roads.

Within the last year, several highway-railway crossings on Federal aid projects have been avoided by changes of location of the highway. Where a railway has cut across an old road at numerous points, relocation of the highway is the most effective method of eliminating level crossings.

Some months ago the Board of Railway Commissioners of Canada, asked for a conference with representatives of the different provinces and this department to discuss public safety measures, particularly at approaches to railway crossings. The conference adopted a resolution to the effect that it was of opinion that the percentage of Federal aid, namely, 25 per cent of the cost of grade separations, authorized by subsection 2, section 262 of the Railway Act, 9-10 George V, is insufficient; and that the maximum amount of the Federal contribution to such separations does not sufficiently relieve local municipalities, where 25 per cent of the cost would exceed $15,000, the maximum total authorized. The number of accidents at railway crossings, in Canada, together with the number of crossings still unprotected constitute reasons for believing many municipalities hesitate to avail themselves of Federal aid to grade separations, owing to the amount of expense that would be entailed upon them under existing legislation, passed at a time when such costs were much lower than they would be to-day.

Another resolution of this conference favoured some amendment to the Criminal Code, or the Railway Act, providing for penalties for non-compliance with warning signals. That such a law would in time prove to be a salutary deterrent to heedless motor driving is manifest. Unfortunately as yet there has not been general agreement as to standard uniform designs of signals to warn and direct highway traffic on the roads of the different provinces. When uniformity of form colour and lighting of danger and direction highway signals shall have been established, non-compliance on the part of traffic might more properly be made a summary offence.

CONDITIONS IMPOSING COSTS OF HIGHWAY CONSTRUCTION ON MAIN ROUTES CALLING FOR FEDERAL AID

Until a few years ago, almost all public highways, and particularly rural roads had a single track line travel only. There was little necessity for constructing double or triple track roads, because the traffic was light, slow-moving, and might easily pause and turn out of the beaten track to allow traffic bound in an opposite direction to pass. Provision for such traffic must now be supplemented by more costly work for the new traffic.

Comparatively recent increases in the numbers and speed of some traffic, amounting in each case, on the main highways, to approximately 400 per cent, necessitate the construction of improved roadways, permitting two processions of vehicles travelling in one direction, at different rates of travel, and also room for at least one procession going in the opposite direction. The roadways of the country should be generally widened; but on main trunk routes, the importance of widening is urgent.

The work of widening the old main routes includes filling in the old ditches, building new drainage outlets, wide culverts and grading to a new crowning radius, generally less acute. Such work is necessary, whether anything is put on the surface of the road or not, whether located in Ontario, or Alberta. In the provinces where road-metal is difficult to obtain, the widened and graded road is an improvement received with satisfaction, and is all that can presently be provided.

In the older provinces, however, in which may be included Manitoba, it is to be expected that gravel deposits should be used in varying degrees of width and thickness, wherever possible. Some of the advantages and limitations of such construction are referred to hereafter.

Where good gravel is not obtainable in such provinces, and rock is abundant, the broken stone road is a type which in the past has been regarded as second to none. Before the general adoption of motor vehicles, there had been constructed in the provinces of Ontario and Quebec, many miles of single track water bound macadam roads, which with slow-moving traffic, have given splendid service. But as the action of pneumatic tires on this type of construction is to rend the bond made between the water and the stone fragments, and to cause all the finer material to become ravelled, and eventually blown away, such construction has now become inadequate to present day needs. Where such traffic is heavy, water-bound macadam construction soon becomes filled with holes and very rough, and the dust formed by the shear and impact of the tires leads to the inevitable mud holes and clouds of dust.

The next step in the improvement of all roads that will be required to sustain fast long distance traffic has been the addition by mixture or super-imposition of some more effective binding agent than water, between the metal fragments, such as Portland or bituminous cement. The construction of leading roads has become more costly initially because in addition to wider grades, on better locations, the use of mineral aggregate, of the best quality, in combination with a prepared binder, is an economic necessity.

Increasing costs of maintenance of the plain untreated gravel and broken stone highways have lead, as far as practicable, to a general adoption of a policy of constructing the entire road so that repair and maintenance shall be reduced to the minimum. These types include Portland cement concrete, asphaltic cement concrete, tarry cement concrete, and bituminous macadam by the penetration method. It may be that the future will provide a cement for road-building purposes that will be yet more efficacious, and satisfactory.

STATEMENT OF TYPES OF CONSTRUCTION PROPOSED ON FEDERAL AID PROJECTS PLACED UNDER AGREEMENTS DURING FISCAL YEAR 1921-22

Province	Earth	Gravel	Water-Bound Macadam	Slag Macadam	Bit. Macadam	Asphaltic Concrete	Cement Concrete	Total
British Columbia	.....	201·061	.....	.....	.....	8·88	7·039	216·980
Manitoba	.....	764·7000	.....	.....	.....	.....	.....	764·700
New Brunswick	.....	1,223·700	.....	.....	13·50	.....	.....	1,237·200
Nova Scotia	.....	133·54	14·43	8·20	6·29	.....	.....	162·460
Ontario	.....	27·77	27·45	.....	.....	3·54	12·19	70·95
Prince Edward Island	118·25	.....	.....	.....	.....	.....	.....	118·25
Quebec	.....	.....	68·889	.....	14·107	.....	.....	82·996
Saskatchewan	1,125·50	.....	.....	.....	.....	.....	.....	1,125·50
Total	1,243·75	2,350·771	110·769	8·20	33·897	12·42	19·229	3,779·036
Per cent	32·92%	62·20%	2·93%	0·22%	0·89%	0·33%	0·51%	100%

GRAVEL CONSTRUCTION

It will be observed that sixty out of every one hundred miles of all projects placed under agreement during the year for Federal aid were for gravel construction, which varied in width of grade, metalling and in thickness. On some eastern main trunk highways, the gravel covered the full width of the roadway, 20 feet to 24 feet, with a thickness at centre up to 14 inches, while on some western trunk highways, a single track of gravel surfacing, 4 inches in thickness, followed for two successive years by similar applications, is all that can be provided.

The relatively low percentage of water-bound macadam construction proposed for construction with Federal aid, during the year 1921-22, suggests a brief inquiry into the relative merits and disadvantages of these two types, namely gravel, and broken stone bonded with the aid of water, having regard to new traffic conditions.

For definitive purposes, it may be observed that scientifically there is no line of demarcation between gravel and sand, or between sand and silt. For construction purposes, however, a line is arbitrarily drawn on the basis of the size of the particles. Gravel is then regarded as the particles retained on a 10-mesh sieve; sand, those passing a 10-mesh sieve, and retained on a 200-mesh sieve; and, silt or dust, those passing a 200-mesh sieve, and retained on a 500-mesh sieve. Stone can be broken and ground into any desired sizes.

Again there are two general classes of gravel deposits, viz—bank gravel and beach gravel. Bank gravel is found in natural deposits usually to a greater or lesser extent intermixed with sand or clay. Beach gravel is usually found on the shores of streams, lakes or the sea. It is particularly noticeable of bank gravel that no two deposits are apt to have the same characteristics. This fact has been definitely determined by numerous tests by the Department of Mines, and other laboratories for conducting tests on road materials. Hence modern highway specifications are calling for the use of gravel with definite qualities of hardness, toughness, cementation values, etc.

For ordinary road work, bank gravel, and sometimes rather unfortunately, "the run of the pit," is usual, as this type has at least sufficient, that is 15 to 20 per cent of binding material, in the form of clay or sand, to cause the road to become consolidated, under the action of traffic.

For the types of surfacing required to sustain heavy modern traffic, the use of local materials, none of which is more generally prevalent than gravel, in combination with proper cements, is becoming an economic necessity. As such gravel must be absolutely clean in order that the cement may adhere, beach gravel is now in demand for use in Portland and bituminous cement mixtures for paving purposes. The results are quite satisfactory, with experienced proportioning, and application.

But for ordinary traffic, in order to keep the wheels out of mud of varying depths, for many years past, the use of some kind of gravel has, in all the provinces favoured with natural deposits, been general. Gravel from natural deposits close to road locations has helped to sustain most of the marketing traffic from production centres of the central provinces, for a quarter of a century. Though usually of single track width, only, the gravel roads of the older provinces have given excellent service and wear, especially when regularly dragged and taken care of.

The next development was the use of broken stone, on the more heavily travelled roads of the provinces, with which by the aid of rollers and sprinkling wagons, a pavement with a set formed by an interlocking and keying together of the fragments was built. But as indicated above there would appear to be reasons why this type of pavement, except for ultimate surfacing with some more satisfactory wearing course, is not being favoured of late. One explanation is the difference in origin, and therefore in their values for road-building purposes, of the original rock of most bank gravel and beach gravel deposits in Ontario.

Most bank gravel deposits of southern Ontario have evidently come from igneous formations of the north, and show a large percentage of hard tough fragments, of superior qualities for road-building purposes. But most beach gravel found for example on the shores of lake Ontario has apparently been recently formed from the limestone rocks which form the escarpment of the lake. Limestone formations constitute the principal sources of broken stone supplies for road-building purposes in Ontario—*material which easily fractures and wears.* The best stratified rock is much inferior to average igneous work for highway work. Hence any comparison between gravel roads, on the one hand, or between gravel and broken stone roads on the other, must properly have regard to the origin and characteristics of the fragments, as well as variations in their application to the road.

From its very nature, gravel of igneous origin, after screening to remove excess quantities of clay or sand, should be most suitable for road-building purposes. It has been formed by the forces of nature some-times as with rude mortar and pestle, so as to wear away the rough corners and leave only those particles which, when applied to the uses of man, will, without further breaking up, take a great amount of abrasive action. Broken stone, on the other hand, unless made from naturally hard, tough rock, is apt to break, more especially when made by "jaw" crushers into shapes lending themselves to further disintegration, under the action of traffic or rollers.

Incidently, it may be observed a difference between the practice of the first builder of broken stone consolidated roads, Macadam, and recent practice attempting to build "macadam" roads is noticeable. Macadam broke under the hammer, hard rock into cubical fragments, of the size of his fist, and then took pains to see that the fragments keyed together. Roads are now being formed of light jaw-crusher formed fragments of lime schist, sand and other poor road-building rocks, which, when applied to the road, are rolled until crushed into strata of dust, which hinder the interlocking process, particularly necessary under the suction action of pneumatic tires.

The popular advantage of gravel is that it is cheap, when easily available. Some surveys have been undertaken by the provinces of Ontario, New Brunswick, and Nova Scotia, with a view to the locating of good gravel deposits, close to some main trunk routes being improved with Federal aid. In this connection, reference may be made to the fact that arrangements with the Topographical Surveys Branch of the Interior Department were made at the beginning of last season's work, to the end that Federal Government land surveyors take note of all gravel deposits in the western provinces. The number and extent of their discoveries to date is rather surprising, in provinces where gravel was generally supposed not to exist. These deposits are often unfortunately quite remote from transportation facilities.

The gravel road is difficult to consolidate, but when this has been completed, the road is comfortable for riding, at once resilient, and of easy traction.

Wearing under traffic less than a water-bound macadam road, the gravel road is usually less dusty, without treatment. Once built however, the gravel road is more difficult to treat or to reconstruct with a bituminous penetration surface than the broken stone road. The dust and dirt adhering to the rounded fragments of the gravel will prevent a proper coating of the bitumen.

The gravel road requires more maintenance attention than a water-bound macadam road, but this work is more easily done on the former. When the maintenance work on a gravel road becomes costly, it is found to be good practice to lay a heavy coat of broken stone, or washed gravel, and treat it with a good bituminous binder. When it is anticipated, however, that traffic will be very heavy, capping the reformed gravel base with a light cement concrete course, with or without a superficial bituminous wearing surface, is a justifiable development. Some cementitious material must be added to a gravel or W.B. macadam road, to prevent disintegration and dust when the traffic is in excess of 100 motor vehicles daily. On the lesser travelled roads, dust clouds are being prevented by the use of light asphaltic oils and tars and calcium chloride. Advocacy of the use of calcium chloride as a temporary binder and dust preventive on gravel roads is increasing.

Gravel roads are constructed according to the feather-edge, trench, or combination methods.

The feather-edge method is that usually followed in the past, when the work has been under the direction of experienced road builders, that is to say, when definite method is employed. In this case the thickness of the grravel varies from 14 inches at the centre to 6 inches at points on either side, 8 feet from the centre, to nothing at the edges. This method is customary when the thickness of gravel is from 4 inches to 6 inches. When greater thicknesses are to be applied, it is good practice to build the road according to either the trench or combination method, that is so that the base course will be in a trench, and the wearing course feather-edged. Such construction permits of more thorough bonding of the gravel.

The cost of excavating a trench, or building shoulders on the flat or graded roadway, as the case may be, is somewhat offset by the amount of gravel saved when the feather-edge method is employed. For about two-thirds of the desired width of the finished metalling, the bottom part of the road is trenched in accordance with the method familiar to builders of water-bound macadam construction. Therein are placed the larger gravel stones; and, after the large voids have been filled with finer material, the bottom course is gone over with a heavy drag or roller. Then the wearing course is applied, and shaped in accordance with the feather-edge method. Thus in the combination method the material is graded and confined to the places where it will give the greatest service.

The crown on a gravel road should not be excessive, as this results in keeping traffic in the middle of the road, and rut formations. As traffic is distributed, the life of any road is prolonged.

For a double track highway, the pavement should be 18 feet in width, with shoulders 3 feet wide; and, for a single track road, the metalled portion should be at least 12 feet in width, with shoulders generally not less than 4 feet.

HIGHWAY RESEARCH

In connection with various problems related to highway construction, finance, and maintenance, to indicate some of the directions in which definite information is lacking, is to present the evident necessity in the public interest, of there being undertaken a rather wide field of investigation and research. After the inevitable waste from experimental work, some of these problems have been solved by individual investigators. Unfortunately, however, the results of various experimental processes and methods in highway work have not been so recorded as to be of general informa-

tion. Hence in accordance with the suggestion of different Provincial Departments, this branch has undertaken to act as a clearing house for information on highway location, design, construction, maintenance, finance, etc., and to encourage directly and indirectly work of investigation and research, and to some extent, standardization of road-building materials.

Some of the subjects in which highway engineers are not agreed, and in which research is necessary are: the causes of waving of gravel and of bituminous mixtures, of "cracking," in Portland and bituminous concrete pavements, and of the formation of "cup" holes and pockets, in wearing surfaces; desirable ingredients and proportions of materials, such as "filler", in the less common designs and practices of construction; proper number and thicknesses of applications, etc. Collection of information regarding costs of the different operations, and distribution of accounts, is also in demand.

In regard to the relation of the vehicle to the road, it may be noted that statements for example in applications for Federal aid as to the amount of traffic now using the road give the numbers only of motor, and horse drawn vehicles. Numbers do not give much definite information regarding the weight of traffic to be sustained, owing to the variety in weight and capacity of the modern road vehicle. To be of value, traffic censuses should be conducted with more precision and accuracy than is generally the case, and to this end, some other measure than number should be agreed upon as the unit of traffic.

Other points which should be developed in connection with the vehicle and the road, are the determination of suitable ruling grades, and minimum resistances on different types of construction, for stated classes of traffic; the distribution of traffic on the road; desirable limitations on loads per axle and inch of tread, having regard to a standard of each type of modern construction, reasonable seasonable limitations, safety measures, etc.

Some progress is being made by this branch in the collection of full information as to provincial highway and vehicular legislation, regulations, organization, machinery and methods in relation to highway transport.

Particular attention is being given to provincial and municipal systems of maintenance of public highways. It is recognized that, as the amount of money being raised and expended for new construction, reconstruction and the improvement of old roads increases, the importance of protection of such investments, by proper organizations for maintenance, becomes greater. A bulletin on "Highway Maintenance Methods and Costs", is in course of preparation, dealing with systems of maintenance in vogue in the different provinces and elsewhere.

The field for standardization, experimentation and research in highway transport subjects in the Dominion is so wide that co-ordination alone involves considerable study.

SUMMARY OF PROJECTS, PLACED UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE VARIOUS PROVINCES

(From April 1, 1921, to March 31, 1922)

Province	Number of Projects	Mileage	Total estimated cost	·40 p.c. of estimated cost	Average cost per mile
			$ cts.	$ cts.	$ cts.
Prince Edward Island	12	118·25	211,495 00	84,598 00	1,781 00
Nova Scotia	20	162·16	1,788,252 18	715,300 87	11,007 34
New Brunswick	19	1,237·20	2,950,600 00	1,180,240 00	2,383 36
Quebec	5	82·996	859,367 96	343,747 18	10,354 33
Ontario	8	70·95	1,790,218 65	716,087 46	22,113 00
Manitoba	9	764·70	3,478,902 15	1,391,560 86	4,549 37
Saskatchewan	21	1,125·50	1,356,888 88	542,755 55	1,205 59
Alberta					
British Columbia	5	216·98	1,877,732 10	751,092 84	8,654 00
	99	3,779·036	14,313,456 92	5,725,382 76	3,777 60

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF PRINCE EDWARD ISLAND

(March 31, 1922)

Project No.	——	Mileage	Total estimated cost	Type of construction	Widths
			$ cts.		
12	Commercial Road (Murray River to Montague).	10·00	15,875 00	Earth.....	18G-14P
13	Cardigan-St. Peters (Cardigan to St. Peters)	13·00	17,600 00	"	18G-14P
14	St. Peters (St. Peters to Lot No. 40, Kings Co.).	8·50	12,000 00	"	18G-14P
15	St. Peters (Union Road to Scotchfort, Kings Co.).	11·50	19,000 00	"	18G-14P
16	Malpeque Road (Waterworks Hill to Hunter River).	11·50	20,600 00	"	18G-14P
17	Tryon Road (Newhaven to Tryon, Prince Co.).	15·50	24,345 00	"	18G-14P
18	Eel Creek Road (Irishtown to French River)	6·50	10,300 00	"	18G-14P
19	Bedeque Road (Summerside to Borden).....	15·50	20,100 00	"	18G-14P
20	Western Road (Mount Pleasant to Miscouche).	14·50	35,550 00	"	18G-14P
21	Western Road (O'Leary to Bloomfield).....	6·00	17,700 00	"	18G-14P
22	Malpeque Road (Charlottetown to Waterworks Road).	3·00	11,300 00	"	18G-14P
23	St. Peters Road (Charlottetown to Union Road).	2·75	7,125 00	"	18G-14P
		118·25	211,495 00	118·25	

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LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF NOVA SCOTIA

(From April 1, 1921, to March 31, 1922)

Project No.	Location of Project	Mileage	Total estimated cost	Type of construction	Widths
			$ cts.		
1	Bedford Road (Halifax City Line and Sackville River Bridge).	6·29	251,000 00	Macadam-Tarvia.	30G–16P–3S
4	Port Joli-Sable River Road	6·30	91,227 76	Gravel	20G–14P
7	Liverpool-Caledonia Road	5·30	67,321 00	"	20G–12P
8	Reserve Road (Sydney to Glace Bay)	8·20	91,795 30	Slag Macadam	20G–12P
9	Windsor-Hantsport Road	6·48	63,032 00	Gravel	18G–14P
10	Weymouth-Meteghan Road	10·00	58,097 26	"	20G–16P
13	Waverley-Elmsdale Road	16·20	84,060 25	"	20G–14P
14	Milford Road (Elmsdale to Shubenacadie)	3·48	27,865 51	"	20G–14P
15	Shubenacadie-Stewiacke Road	2·46	18,153 54	"	24G–14P
16	Truro-Glenholme Road	12·12	97,720 05	"	18G–14P
17	Amherst-N.B. Boundary Road	1·00	42,947 85	"	22G–12P
18	New Glasgow-Truro Road	7·85	72,024 09	"	20G–14P
19	New Glasgow-Telford Road Sec. "A" (New Glasgow Town Line towards Antigonish)	10·05	128,130 64	"	22G–14P
20	Antigonish-Mulgrave Road—				
	Sec. "A" (Antigonish to Lower South River Bridge).	3·71	31,093 30	"	24G–14P
	Sec. "B" (Lower So. River Bridge to Ponquet Road).	5·46	64,247 62	"	24G–14P
	Sec. "F" (From Guysboro Co. Line 5 miles).	5·00	71,936 00	W. B. Macadam	16G–15P
	Sec. "G" (From a point 5 miles from Guysboro Co. line to Mulgrave Town line).	5·53 5·21	90,070 20 56,721 00	" Gravel	16G–15P 18G–14P
22	Woods Harbour-Shag Harbour Road	3·90	47,149 80	W. B. Macadam	20G–14P
23	Hants County Line-Mt. Uniacke Road.				
24	Port Hawkesbury-Kempt Road (Hawkesbury Town Line towards Kempt Road).	10·00	122,702 50	Gravel	24G–14P
25	St. Peters-Sydney Road—				
	Sec. "F" (Big Pond 8·92 miles towards East Bay).	8·92	44,747 64	"	22G–12P
	Sec. "H" (Sydney to a point 6 miles towards East Bay).	6·00	37,091 85	"	20G–12P
26	Sydney-Baddeck Road, Sec. "D" (Little Bras D'Or to Big Bras D'Or).	8·00	86,484 45	"	22G–10P
30	Parrsboro-Amherst Road, Sec. "G" (From a point 5 miles from Amherst Town Line to Amherst Town Line).	5·00	42,632 57	"	20G–12P
		162·46	1,788,252 18		
		Orig. est. cost*	Revised		
6	Sec. "A"	45,603.50	92,904.00		

*Note—Placed under agreement last year.

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF NEW BRUNSWICK

(March 31, 1922)

Project No.	Location of Project	Mileage	Total estimated cost	Type of construction	Widths
			$ cts.		
1	Metapedia–Bathurst Road	74·10	148,200 00	Gravel	24G–18P
2	Bathurst–Newcastle Road	125·60	125,800 00	Bit. Macadam-Pen. and Grav.	24G–16P
3	Newcastle–Moncton Road	91·50	301,950 00	Gravel	24G–18P
4	Shediac–Port Elgin Road	29·40	73,500 00	"	"
5	Cape Tormentine–Aulac Road	30·40	50,000 00	"	"
6	Moncton–Aulac Road	36·00	100,000 00	"	"
7	Moncton–St. John Road	89·60	304,640 00	Bit. Macadam-Pen. and Grav.	24G–16P
8	St. John–St. Stephens Road	82·00	400,000 00	"	"
9	Penobsquis–Moncton Road	74·30	52,000 00	Gravel	24G–18P
10	St. John–Fredericton Road	58·00	207,000 00	"	"
11	Fredericton–Woodstock Road	61·00	326,000 00	"	"
12	Woodstock–Perth Road	47·40	67,900 00	"	"
13	Perth–Grand Falls Road	22·70	101,100 00	"	"
14	Grand Falls–St. Georges Road	47·50	95,000 00	"	"
16	Westfield–Ormocto Road	65·80	88,460 00	"	"
18	St. Stephen–Burden Road	63·20	105,950 00	"	"
19	Fredericton–Newcastle Road	96·10	198,400 00	"	"
20	Newcastle–Bathurst Road (Inland)	42·10	53,200 00	"	"
21	Fredericton–Sussex	100·50	151,500 00	"	"
		1,237·20	2,950,600 00		

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF QUEBEC

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts.		
1	Montreal-Longueuil-Sherbrooke Highway—				
	Section Q, Subsection 2 (Parish Ste. Marie-de-Monnoir Co., Rouville).	1·788	45,567 03	Mac. Tarvia treated	24G–16P
	Section Q, Subsection 3 (Parish Ste. Marie-de-Monnoir, Co. Rouville).	1·765	36,414 64	" "	"
	Section S (Parish of Notre-Dame de Bonsecour).	1·743	34,883 27	" "	"
	Section G (South Stukely Twp., Shefford Co.).	4·511	75,890 95	" "	"
5	Beauce Jct.–Sherbrooke Highway—				
	Section C, Subsection 2 (Parish of Sacré Coeur de Jésus).	2·530	6,139 00	Gravel	20G–20P
	Section K (Parish of St. Joseph de Coleraine).	5·770	40,215 75	"	24G–20P
7	Beauceville-Sherbrooke Highway—				
	Section L (Bury Twp. Co., Compton).	7·600	89,271 19	Gravel	24G–24P
	Section N, Subsections 1 and 2 (Eaton Twp., Co. Compton).	10·550	70,141 72	"	"
	Section O (East of Town Lmit, Lennoxville).	3·100	46,510 20	"	"
10	Lévis-Sherbrooke Highway—				
	Section O (Parish of Ste. Victoire, Arthabaska Co.).	4·858	37,020 51	"	24G–22P
	Section R (Parish of St. Christophe).	2·384	11,791 77	"	"
	Section T, Subsection 1 (Warwick Twp.).	3·748	24,158 16	"	"
	Section T, Subsection 2 (Warwick Twp.).	4·180	19,675 20	"	"
12	St. Hyacinthe-Chambly Highway—				
	Section A (Parish Notre-Dame de St. Hyacinthe).	4·392	83,420 09	"	24G–24P
	Section B (Parish St. Damase)	6·520	67,169 42	"	" "
	Section C (Parish St. Michel de Rougemont).	2·707	12,637 55	"	" "
16	Richmond-St. François-du-Lac Highway—				
	Section C (Durham Twp., Drummond Co.).	4·750	36,035 13	"	24G–22P
	Section D (Parish of L'Avenir, Drummond Co.).	5·800	67,298 74	"	"
17	Hull-Aylmer Road—				
	Section B (Hull Co.)	4·300	55,127 64	Mac.-Tar. treated	24G–18P
		82·996	859,367 96		

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF ONTARIO

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts.		
1	Kingston Road— Section A, Subsection 1 (Lot line 13 and 14 Westerly to lot line 26 and 27, Pickering Twp.).	3·54	159,080 00	Asphaltic Concrete.....	30G–20P
13	Talbot Highway— Section S (Alborough Twp., Elgin Co.).	10·77	156,420 00	Gravel.....	30G–20P
14	London-St. Thomas— Section A and Subsection 1 of Section B)	5·29	228,500 00	Cement Concrete.....	30G–18P
15	Lambeth-Maidstone— Section K, Subsection 1, Chatham City, Easterly to Lot 7).	2·00	80,493 00	Cement Concrete.....	30G–18P
16	St. Thomas-Niagara Falls Highway Section U1 and V.....	16·05	469,077 50	W. B. Macadam.....	30G–20P
18	Hamilton-Chatsworth Highway— Section L, Subsection 1 (1 Mile south Guelph City).	1·00	46,356 75	Cement Concrete.....	30G–20P
	Section N, Subsection 1 (Puslinch Twp.).	1·50	53,117 00	" "	
20	Sarnia-Elginfield Highway— Section B (Easterly from City of Sarnia).	2·40	102,444 40	Cement Concrete.....	30G–20P
28	Bradford-Severn Highway— Sections B, E, F, G1, G2, I1, I2...	28·40	425,730 00	11·4 W. 13 Mac. 17 Gravel.	30G–20P
		70·95	1,721,218 65		

SESSIONAL PAPER No. 32

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF MANITOBA

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts.		
1	Portage Highway–Brandon Road—				
	Section A (Assiniboia, St. François, Xavier Portage, Laprairie Municipalities).	56·50	264,385 00	Gravel	18G–12P
	Section C (Elton and Cornwallis Municipalities).	17·00	89,100 00	"	"
	Section E (Sifton, Woodsworth and Wallace Municipalities).	63·00	85,000 00	"	"
2	Portage La Prairie-Dauphin Highway—				
	Section B (Westbourne Municipality).	26·00	133,300 00	"	"
	Section E (St. Rose, Ochre River, Dauphin, Gilbert Plain and Grandview Municipalities).	114·00	407,400 00	"	"
	Section G (Shell River Municipality to Saskatchewan Boundary).	12·00	66,000 00	"	"
3	Swan River Valley Road—				
	Section A (Dauphin Municipality).	23·00	92,200 00	"	"
	Section D (Minitonas and Swan River Municipalities).	53·00	302,100 00	"	"
5	Bowsman Road—				
	Section A (Minitonas-Swan River.	27·20	171,500 00	"	"
7	Winnipeg–Portage Highway—				
	Section A (Charleswood and Cartier Municipalities).	10·50	54,000 00	"	"
	Section C (Portage la Prairie to Poplar Point).	19·00	93,000 00	"	"
8	Winnipeg Boundary Highway—				
	Section A (MacDonald and Grey Municipalities).	48·00	275,000 00	"	"
	Section D (Oakland, Glenwood, Sifton and Pipestone Municipalities).	86·00	300,000 00	"	"
9	Winnipeg Boundary Highway (South Route)—				
	Section A (Macdonald Municipality).	33·50	294,052 15		
	Section B (Dauphin to Northerly Limit of Roland).	17·00	88,900 00	"	"
	Section J (Albert Municipality)....	26·00	77,550 00	"	"
10	The Lord Selkirk Highway—				
	Section A (Fort Garry Ritchot, Morris and Malcolm Municipalities).	56·00	430,000 00	"	"
11	Winnipeg-Riverton Road—				
	Section A (West Kildonan to West St. Paul).	6·50	8,550 00	"	"
	Section B (St. Andrews Municipality).	35·60	149,000 00	"	"
	Section C (North of Section B to Gimli Municipality).	21·80	45,000 00	"	"
	Section D (Birchcroft Municipality).	13 10	52,865 00	"	"
		764·70	3,478,902 15		

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF SASKATCHEWAN

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts		
1	Cadillac-Battleford Highway—				
	Section B (Swift Current-Sask. Landing).	31·00	49,570 00	Earth	20G-14P
	Section D (Elrose-Rosetown)	24·50	36,969 45	"	"
	Section H (North Battleford-Midnight Lake).	49·50	51,280 00	"	"
2	Assiniboia-Prince Albert Highway—				
	Section F (Simpson to NE. 33-34-27-2).	48·00	56,100 00	"	"
	Section H (Dana to St. Louis)	56·00	66,850 00	"	"
4	Fleming-Walsh Highway—				
	Section A (NE. 1-13-30-1 to Wapella).	31·50	24,730 00	"	"
	Section B (Wapella to Broadview)	34·00	25,350 00	"	"
	Section E (McLean to Regina)	26·00	31,564 25	"	"
	Section F (NE. 36-16-20-2 to Moosejaw).	39·50	27,414 99	"	"
	Section I (Parkbeg to Morse)	40·00	68,778 19	"	"
	Section J (Morse to Swift Current)	37·00	36,050 00	"	"
5	Togo-Lloydminster Highway—				
	Section D (Margo to Wadena)	27·00	45,500 00	"	"
	Section F (NE. 8-37-18-2 to Humboldt).	26·00	39,000 00	"	"
	Section N (Maidstone to Waseca)	10·00	11,265 00	"	"
6	Forward-Melfort Highway—				
	Section D (NE. 31-20-19-2 to Southey).	18·00	18,310 00	"	"
7	Saskatoon-Alsack Highway—				
	Section C (Harris to NE. 23-30-15-3).	27·50	28,200 00	"	"
	Section F (Kindersley to NE. 34-28-29-3).	37·00	30,500 00	"	"
8	Moosomin-Benito Highway—				
	Section E (Kamsack to Pelly)	21·00	22,990 00	"	"
9	Northgate-Preeceville Highway—				
	Section G (Yorkton to Canora)	28·00	26,820 00	"	"
10	Regina-Yorkton Highway—				
	Section D (Melville to NE. 32-25-6-2).	17·50	18,300 00	"	"
11	Regina-Saskatoon Highway—				
	Section C (Davidson to Bladsworth).	13·00	15,100 00	"	"
12	Saskatoon-Prince Albert Highway—				
	Section A (NE. 32-36-5-3 to NE. 32-38-5-3).	13·00	57,080 00	"	"
	Section B (NE. 8-39-4-3 to Rosthern).	30·00	30,000 00	"	"
13	Redvers-Altawan Highway—				
	Section A (Antler to Redvers)	12·00	10,300 00	"	"
	Section B (Redvers to Carlyle)	34·00	34,000 00	"	"
	Section C (Horizon to Verwood)	26·00	31,986 00	"	"
14	Marchwell-Macklin Highway—				
	Section C (Saltcoats to Yorkton)	24·00	24,280 00	"	"
	Section L (Grandora to Asquith)	12·00	12,120 00	"	"
15	Bangor-Watrous Highway—				
	Section C (Goodeve to Jasmin)	30·00	24,930 00	"	"
	Section E (Punnichy to Raymore)	15·00	23,060 00	"	"
16	Maryfield-Regina Highway—				
	Section A (NE. 12-10-30-1 to Fairlight).	15·00	12,700 00	Earth	"
17	Empress-Onion Lake Highway—				
	Section F (N. Boundary twp. 48 to N. Boundary twp. 50).	12·00	15,700 00	"	"
18	Gainsborough-Trossachs Highway—				
	Section G (NE. 24-2-13-2 to NE. 24-2-16-2).	18·00	51,648 50	"	"
	Section H (NE. 24-2-16-2 to North Boundary 31-3-17-2).	21·00	64,875 00	"	"

PROVINCE OF SASKATCHEWAN—*Concluded*

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts.		
19	Kincaid–Hawarden Highway—				
	Section F (Elbow to Hawarden)..	20·00	17,710 00	"	20G–14P
20	Regina-Humboldt Highway—				
	Section D (NE. 15–27–22–2 to Nokomis).	13·00	13,837 50	"	"
21	Robsart–Leader Highway—				
	Section B (Maple Creek to NE. 35–15–26–3).	28·00	31,520 00	"	"
22	Welby–Bulyeay Highway—				
	Section B (NE. 29–19–31–1 to NE. 34–19–4–2).	37·50	37,105 00	"	"
	Section D (NE. 12–20–7–2 to NE. 11–21–11–2).	37·00	34,150 00	"	"
	Section E (Balcarres to Dysart)...	33·00	32,380 00	"	"
23	Manitoba Boundary-Tonkin-siding Highway—				
	Section A (NE. 36–25–30–1 to Wroxton).	14·00	16,450 00	"	"
	Section B (Wroxton to Tonkin-Siding).	17·00	20,115 00	"	"
26	Glenrose Highway—				
	Section A (NE. 1–46–17–3 to NE. 36–47–19–3).	23·00	30,300 00	"	"
		1,125·50	1,356,888 88		

		Orig. Est. Cost	Revised Cost
*2	Section B	$28,294.00	$88,339.87
2	Section D	16,996.15	34,564.00
2	Section G	25,430.00	86,447.50

*NOTE.—Placed under agreement last year.

LIST OF PROJECTS UNDER AGREEMENT BETWEEN THE DOMINION GOVERNMENT AND THE PROVINCE OF BRITISH COLUMBIA

(March 31, 1922)

Project No.	Location of Project	Mileage	Total Estimated Cost	Type of Construction	Widths
			$ cts.		
1	Alberni-Victoria Highway—				
	Section B (Station 2·65 Metchosin Rd. to Station 74·00).	1·35	43,585 90	Cement concrete	16'P
	Station C (Nanaimo City Limits to Stat. 128·00 South Wellington Rd.).	2·42	84,088 50	Asphaltic concrete	16'P
4	Vancouver–Ladner Highway—				
	Section C (Station 0·00 to Station 106·90).	2·03	77,352 00	Cement concrete	16P
5	Ladner–New Westminster Highway–				
	Section A (Station 3·00 to Station 160·00 Elec. Dist. Delta and Ladner).	2·97	192,473 00	6·46 Bitulithic	24G–16P
	Section C (Station 267·00 to Station 346·00 Elec. Dist. Delta and Ladner).	3·00		"	"
	Section B (Station 160·00 to Station 267·00 Elec. Dist. Delta and Ladner).	2·03	9,300 00	Cement concrete	17½G–14P
	Section D (Station 346·00 to Station 376·76 Elec. Dist. Delta and Ladner).	0·49	9,506 00	Bitulithic	24G–16P
9	Vancouver-Hope Highway—				
	Section C (Station 448·00 to Station 522·00).	1·401	79,478 00	Gravel	30G–24P
	Section D (Station 522·00 to Station 608·00).	1·629	60,534 00	Cement concrete	30G–18P
13	Spences Br.–Princeton—				
	Section A (From Aspen Grove 25 miles South).	25·000	85,951 45	Gravel	16P
15	Kamloops-Osoyoos Highway—				
	Section A (N. West Corner Lot 120 to South B'dy. Section 2, Twp. 23).	4·000	35,611 05	"	"
	Section B (Demonstration Farm to McIntyre Creek).	8·820	35,459 25	"	"
16	Cariboo Road—				
	Section A (Fort George to Hixon Creek).	42·000	163,000 00	"	24G–16P
	Section B (Hixon Creek to Quesnel).	34·000	85,020 00	"	"
	Section C (Fort George to Summit Lake).	32·000	108,900 00	"	"
	Section D (Between Miles 214 and 219 North of Ashcroft).	5·000	26,845 00	"	16G–12P
22	Vernon–Revelstoke Highway—				
	Section D (Three Valley P.O. to Taft).	10·070	125,307 95	"	20G–14P
	Osoyoos–Crow's Nest Pass Highway—				
	Section F (From Cascade, Easterly 15 miles).	15·000	201,485 00	Earth, gravel and stone.	
	Section G (From Easterly end Section F Easterly 13·25 miles).	13·250	198,555 00	" "	
	Section H (Cranbrook District)	6·620	106,915 00	Gravel	16G–14P
	Section I (Between Cranbrook and Moyle).	1·090	16,136 00	"	"
	Section J (Between Creston and Goatfell).	2·810	28,529 00	"	"
		216·980	1,877,732 10		

STATEMENT OF MILEAGES BY PROVINCES OF FEDERAL AID HIGHWAY CONSTRUCTION COMPLETED

Province	Under Agreement	Completed	Uncompleted
British Columbia	355·126	216·49	138·63
Manitoba	764·70	5· *	759·70
New Brunswick	1,237·20**	242·5**	994·4
Nova Scotia	207·46	134·23	73·23
Ontario	606·80	136·99	469·80
Prince Edward Island	181·25	45·5	135·75
Quebec	237·688	146·2	91·488
Saskatchewan	1,229·75	333·5	896·25
	4,819·984	1·260·41	3,559·574

* In addition to work having received the final application of gravel, 117·7 miles received a first application, and 52·5 miles a second application.

** This figure includes 389 miles between sections under construction, which require maintenance only.

The mileages given under the head "Uncompleted" include projects placed under agreement during the winter, and upon which work had not been commenced at the close of the fiscal year, 1921-22. For example in the province of Ontario, the mileage of Federal aid work actually under improvement at the close of the working season amounted to 338·40 miles only.

In general it may be observed that the procedure is to put in the permanent culverts, provide proper and sufficient drainage, follow with grading, and then put on a light coat of gravel or broken stone in order to permit the passage of traffic. When the whole has settled firmly, and the base brought to the required thickness, the finished surfacing is applied.

Consequently the general practice is not to begin work at fixed points, and carry the project continuously to completion, but to work simultaneously at different points on long stretches of a through route, and develop it as required, providing temporarily for traffic during the interval.

STATEMENT OF PROGRESS BY PROVINCES UNDER CANADA HIGHWAYS ACT, 1919 TO CLOSE OF 1921-22

Province	Projects under Agreement					Federal Aid	Federal Aid Payments
	Number of Projects	Number of Agreements	Mileage	Estimated Subsidizable Cost	Estimated Dominion Aid 40%	Provincial Allocation under the Act	Total Payments
				$ cts.	$ cts.	$ cts	$ cts.
Prince Edward Island	20	20	181·25	324,565 00	129.826 00	603,455 00	143,758 72
Nova Scotia	24	24	207·46	2,251,259 53	900,503 82	1,468,720 00	486,412 69
New Brunswick	19	19	1,237·20	2,950,600 00	1,180,240 00	1,163,845 00	438,303 74
Quebec	14	35	237·6878	2,638,641 75	1,055,456 71	4,748,420 00	540,217 99
Ontario	24	24	606·80	11,292,798 70	4,517,119 48	5,877,275 00	1,326,329 01
Manitoba	9	9	764·70	3,478,902 15	1,391,560 86	1,602,265 00	351,740 74
Saskatchewan	24	27	1,229·75	1,667,090 01	666,836 01	1,806,255 00	193,773 29
Alberta						1,477,810 00	
British Columbia	13	20	355·126	2,938,598 75	1,175,439 50	1,251,955 00	453,472 99
	147	178	4,819·9738	27,542,455 89	11,016,982 38	20,000,000 00	3,934.009 17

EIGHTEENTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING DECEMBER 31

1922

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Hon. F. B. CARVELL, K.C., *Chief Commissioner.*

S. J. MCLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

Hon. W. B. NANTEL, K.C., LL.D., *Deputy Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

J. G. RUTHERFORD, C.M.G., *Commissioner.*

C. LAWRENCE, *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS

FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Eighteenth Report for the year ending December 31, 1922.

Since the publication of the last report the following amendment has been made to the Railway Act, 1919:—

12-13 GEORGE V.

CHAP. 41.

AN ACT TO AMEND THE RAILWAY ACT, 1919.

(Assented to June 28, 1922.)

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection five of section three hundred and twenty-five of the Railway Act, 1919, shall, notwithstanding the proviso thereof, remain in effect until the sixth day of July, 1923, and may be continued in force for a further period of one year by order of the Governor in Council published in the *Canada Gazette;* Provided, that notwithstanding anything herein or in said subsection five contained, rates on grain and flour shall, on and from the sixth day of July, 1922, be governed by the provisions of the agreement made pursuant to chapter five of the statutes of Canada, 1897.

PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1922, to December 31, 1922, the Board held 52 public sittings at which 204 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number.
Ontario	32
Quebec	5
Manitoba	1
Saskatchewan	2
Alberta	4
British Columbia	6
Nova Scotia	1
New Brunswick	1
Total	52

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from the complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it, that is to say, of a total of 3,348 applications and complaints received and dealt with by the Board 94 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1919, provision was made that the sum of $200,000 each year, for ten consecutive years from the 1st day of April, 1919, was appropriated and set apart from the consolidated revenue fund for the purpose of aiding in the providing by actual construction work of protective safety, and conveniences for the public in respect of highway or crossings of the railway at rail level, in existence on the said 1st day of April, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 31st day of December, 1922, 505 orders, providing protection for 563 crossings as follows:—

By	Electric bells	262
"	Gates	116
"	Subways	55
"	Overhead bridges	25
"	Diversion of highways	40
"	Closing of streets	17
"	Removal of view obstructions	14
"	Shelter	1
"	Towers	3
"	Wig-wags	9
"	Bell and wig-wag	49
"	Diversion of highway and bridge	1
"	Diversion of highway and subway	1
"	Diversion highway and removal view obstruction	1
"	Bell and removal view obstruction	1
"	Easing curve on approach to highway bridge	1

It will be seen by comparing the total number of crossings protected with the Seventeenth Annual Report of the Board, that the increase for the twelve months ending December 31, 1922, in the number of crossings protected, number 36, made up as follows:—

By	Gates	1
"	Subways	1
"	Diversion highways	5
"	Closing of streets	7
"	Removal view obstruction	6
"	Wig-wag	1
"	Bell and wig-wag	23
"	Diversion highway and bridge	1
"	Easing curve on approach to highway bridge	1

NOTE—Thirty-six crossings and 46 protections consequent on account of double bells and wig-wags at 6 crossings, and 4 diversions closing 7 crossings.

It will be noted that under the new consolidated Railway Act provision is made that the total amount of money to be apportioned and directed and ordered by the Board to be payable from the annual appropriation, shall not in the case of any one crossing exceed twenty-five per cent of the cost of the actual construction work in providing such protection, and shall not in any such cases exceed the sum of $15,000, and that no such money shall in any one year be applied to more than six crossings on any one railway in any one municipality, or more than once in any one year to any one crossing.

Subsection (3) of section 262 of the consolidated Railway Act provides that in case any province contributes towards the said fund, the Board may apportion, direct and order payment out of the amount so contributed by such province, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's general orders:—

Direction in the matter of the appointment of caretaker agents at non-agency stations, that the duties of a caretaker shall be to see that the station is kept clean and, when necessary, heated and lighted for the accommodation

of passengers, and to be present on the arrival and departure of trains; such duties to be the same as those of a regular station agent excepting the billing of freight and handling the telegraph system.

Direction in the matter of an application of the Order of Railroad Conductors of America and Brotherhood of Railway Trainmen by providing that the Board's General Order No. 102, dated February 17, 1913, be amended by striking out the provision under the heading " Caboose cars with platforms " and inserting therefor the following:—

> " Caboose Platform-Steps:
> " Safe and suitable open, or box, steps leading to caboose platforms to be provided at each corner of caboose.
> " Where open steps are used, the bottom tread of said steps to be provided with a right and left foot-stop at each end of tread, made of angle iron $3\frac{1}{2}$ by $2\frac{1}{2}$ by $\frac{1}{4}$-inch; the $2\frac{1}{2}$-inch face of angle iron to be bolted to the step."

Direction in the matter of the application of the Canadian National Millers' Association and the Dominion Millers' Association for an order suspending the tariffs or supplements to the tariffs filed with the Board in pursuance of its General Order 354, dated January 4, 1922, increasing the rates for out-of-line haul for western grain milled in Western Canada, that the said tariffs be suspended from the effective dates, with leave to the railway companies to apply to the Board for any adjustment of rate if necessary.

Direction in the matter of applications to the Board in respect to railway crossings of highways in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, to the effect that the Railway Companies serve copies of notices of all applications to the Board with respect to railway crossings of highways in the said provinces and outside the limits of incorporated cities or towns thereof, upon the representatives of the Government of the said provinces as set out in the Board's General Order No. 358.

Direction that every railway company subject to the jurisdiction of the Board, within six days after the head officers of the company have received information of the occurrence upon the railway belonging to it, or operated by it, of any accident attended with personal injury to any person using the railway, or to any employee of the company, or whereby any bridge, culvert, viaduct, or tunnel on or of the railway has been broken or so damaged as to be impassable or unfit for immediate use, to give notice thereof to the Board, such notice to be addressed to the Chief Operating Officer of the Board, and to be printed on hard paper in the forms " A " (relating to highway crossing accidents only) and " B " (relating to accidents other than those occurring at highway crossings), schedules to this order; such reports to refer to such accidents as above specified as occur as a result of transportation, that is to say, where movements of trains, engines, or cars are involved therein, and not to accidents occurring in railway shops, or manufacturing establishments, or other places on the railway, unless caused directly or indirectly by train, engine, or car movements; also directing that certain accidents as set out in the Board's General Order No. 361 shall be reported to the Board's Chief Operating Officer at Ottawa by telegram, containing the information called for in the order.

Direction in the matter of the Board's General Order No. 107 prescribing regulations to be adopted by railway companies for the prevention of fires, that certain Orders of the Board as enumerated under said General Order No. 362 be cancelled and that, unless exempted by special order of the Board, every railway company subject to its jurisdiction shall cause all locomotives and other

portable boilers, other than those using oil as fuel, used on the railway, to be fitted and kept fitted in good order with practical and efficient devices for arresting the escape of sparks or live coals, as set forth in said General Order No. 362; and making numerous other provisions in regard to fire protective appliances on locomotives; also providing that every railway company allowing or permitting the violation of, or in any respect contravening or failing to obey said regulations, be subject, in addition to any other liability which the said company may have incurred, to a penalty of one hundred dollars for every such offence; also that if any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.

Direction for the making of periodical returns, duly verified by affidavit to the Board in respect of the carriage of traffic at free or reduced rates under the Railway Act, issued by the companies subject to the Board's jurisdiction, that all railway companies in default in filing details of returns as provided by the Act, for 1920, not excepted by the Board as set forth in its General Order No. 365, be required to file such details not later than the 1st day of October, 1922; also making provision for the filings for the years 1922 and 1923, and directing that the returns be made quarterly, and that all railway companies failing to comply with the requirements of the Board's Order be subject to a penalty of $100 a day for every day in which a railway company shall be in default; also directing that all railway companies in default in filing returns in respect of which the specific date is set out in the regulations as approved by General Order No. 290, for the year 1922, be required to file the same not later than October 1, 1922, and thereafter on or before the 1st day of January for each succeeding year; and that every such railway company shall be subject to a penalty of $100 a day for each violation of the said Regulations.

Direction of the Board in the matter of freight tolls 1922, that all railway companies subject to its jurisdiction be required to file forthwith tariffs giving effect to the rates prescribed and authorized in the Board's judgment of the 30th June, 1922, and making the effective date of the said rates August 1, 1922.

Direction that rule No. 33 of the General Train and Interlocking Rules be struck out and the following substituted therefor, namely:—

> "33. Watchmen stationed at public road crossings must, by day, display a metal disc (16 inches in diameter, white background, with the word 'stop' in large black letters, and a black border); and, by night, a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided, a red light, hooded so as to show to the highway only, must be displayed by night."

GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomised, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1922. The principal judgments of the Board will be found under appendix "A" to this report.

COMPLAINT OF THE ASSOCIATED BOARDS OF TRADE, VANCOUVER ISLAND, *et al*, *re* COAST RATES ON LUMBER IN CARLOADS

These were, in effect, an application that main land coast rates on lumber, in carload lots, be extended to Vancouver Island points. The complaint was based largely upon the ground that the present arbitrary of 2 cents per 100

pounds amounted to unjust discrimination against Vancouver Island shippers, as lumber shippers from Port Townsend and Port Angeles, in the state of Washington, both on the main land, took the Seattle rate, which was the same as the Vancouver rate; and that, as Vancouver island lumber had to compete in the United States markets with lumber from these two points in the state of Washington, Vancouver was discriminated against.

While, as a business necessity, there is much similarity between American and Canadian rates, particularly with regard to transcontinental traffic, there is no obligation to follow any rate established in the United States. Apart from this fact it was pointed out that the United States rates in question were the result of competitive conditions. The real question involved here was whether the railway companies should be required to include the whole of the British Columbia coast and the island of Vancouver in one group for rate making purposes, and whether the railways were justified in considering this particular traffic as one zone or two zones as at present.

Held, it was for the railway companies to decide whether the traffic in question be considered as one or two zones, subject always to the control vested in the Board to say whether the rates per se were just and reasonable, and whether or not any particular community had been unjustly discriminated against. No such discrimination had been established, and the rate of $12 to $15 a car found to be a reasonable one for transporting lumber by barge from Vancouver island to the main land.

Application dismissed.

APPLICATION BELL TELEPHONE COMPANY FOR INCREASED TOLLS

The tariff submitted for approval involved substantial increases in telephone tolls, extending over the whole of the exchange area. The grounds upon which the application was based were (*a*) that the existing rates did not produce sufficient revenue to meet the company's dividend requirements, as contemplated by the previous judgment of the Board; (*b*) that, owing to inadequate earnings, it was impossible to obtain the money necessary to enable the company to extend its facilities; (*c*) that approximately sixteen thousand applications for service could not be supplied, owing to the general shortage in equipment; and (*d*) that large capital outlays are necessary if the public is to obtain telephone service.

The onus of establishing the fairness, justice, or reasonableness of a tariff rests upon the company proposing it. History of the company's position and its previous applications to the Board for increases discussed. The increases formerly allowed were to meet emergency conditions. These emergency conditions, it was held, no longer existed; that if strict economy in the management of its business was practised, increases not necessary to enable company to provide for its operating requirements.

Figures were given to show that the deficit alleged would not have resulted had the economies ordered by the company become effective earlier. Found as a fact upon the evidence that the company had not discharged the onus resting upon it that the proposed tariffs were such as would be suitable, just, and reasonable for telephone service in the various areas affected. Extension of the company's business discussed and considered, and the conclusion formed that its estimate of $1,357,500 as the additional amount required was excessive. That the maximum amount needed to implement the requisite revenue to meet all its requirements was $600,393; and that, had the economies, effecting in five months decreases of $263,691.98 in operating expenses, been earlier introduced as was possible, the deficit would have been met.

Held, for the reasons set forth in the judgment of Mr. Commissioner Boyce, concurred in by Deputy Chief Nantel and Commissioner Lawrence, that the application must be refused.

Chief Commissioner Carvell (dissenting), took the position that as a public utility corporation, the applicants could only charge the tolls or rates which the Board approved, and that therefore it should be allowed a sufficient rate to meet operating and maintenance charges. A four per cent reserve for depreciation, an 8 per cent dividend, and 2 per cent surplus, as decided by the Board in its previous judgment after careful consideration, always assuming that the business of the company was efficiently and economically managed. The evidence was that the applicant company was so managed.

View expressed that, upon the evidence before the Board, the company would be $600,000 short at the end of a twelve months' period, of the requirement set forth by the Board in its earlier judgment, if the present rates were continued and no increases allowed; that the company itself was the proper judge as to the method of financing to be adopted.

Operating costs, with particular reference to the wages paid, discussed, and the opinion expressed that, even with the economies referred to in the majority judgment, there would be a deficit of $500,000. This amount could only be produced by reducing the wages of operators and other employees, or by increasing the rates. Since it was not shown that the wages were unduly high, but fair and reasonable, the deficit should be made up by increasing the rate. In view of the decision of the majority of the Board, it was not necessary to enter into any statement as to how this amount of money should be raised, other than to say that there were a number of places in the territory covered by the applicant company in which the rates were abnormally low, and that these could be brought up somewhere near the position they should occupy.

An order, in his opinion, should go granting an increase to produce $600,000 a year.

Assistant Chief Commissioner McLean (dissenting)—The former decisions of the Board referred to. The present application sets out that the existing rates do not produce sufficient revenue to meet the company's dividend requirement, and therefore do not carry out the intent of the Board's previous judgment and order; also that because of this condition, it is impossible for the company to obtain the additional money necessary to finance essential additions to facilities. To protect investment there must be a surplus of revenue over and above the necessary and proper charges of the company under prudent management. This whole question thoroughly gone into and decided in former cases. If the same conditions exist to-day, the principles applied in these cases have a bearing on the present case, and should be given weight to.

The company's dividend rate was not, in the former hearing, treated as an emergency rate, nor was it so regarded by the expert witnesses called by those opposed to the Bell Company's application. Eight per cent was admitted to be a reasonable and proper rate, taking all things into consideration. It is therefore a continuing factor. Two factors, surplus and depreciation, were treated as emergency conditions. The item for surplus was cut in two, leaving a surplus of 2 per cent. A rate of 4 per cent on the average depreciable plant, computed to be approximately 3·64 per cent on the whole plant, was the depreciation ratio allowed.

Unable to agree with the position that the emergency situation no longer exists. The Board, in retaining the conduct of the case, still calls for returns based on the surplus and the depreciation ratio being limited. So far as these

factors are limited by the Board's action, and so long as the Board does not declare them to be factors based on normal conditions, instead of emergency ones, the existing situation cannot be regarded other than as an emergency one. Board should be satisfied, before allowing any increase, that the management of the company is a reasonable and prudent one. The evidence is that the company is well and economically managed. No evidence submitted that the wages paid were excessive. Finds that the company falls some $600,000 short of the revenue the Board intended by its earlier judgment it should receive.

For full text of judgment see appendix "A."

APPLICATION OF THE CANADIAN MILLERS' ASSOCIATION *et al*, *in re* SUSPENSION OF TARIFFS OR SUPPLEMENTS TO TARIFFS ISSUED IN ACCORDANCE WITH GENERAL ORDER NO. 354.

Chief Commissioner Carvell.—General Order No. 354 required all railway companies subject to the jurisdiction of the Board to file tariffs showing a charge of one cent per 100 pounds for the stop-over privilege on grain for storage, milling, malting, or other treatment, such privilege to be granted for all grain produced in Canada.

The milling in transit case, upon which General Order 354 was based, did not purport, nor was it intended in any way, to interfere with existing rates for out of line haul. The direction, therefore, was that the supplementary tariffs filed by the railway companies, to the extent they applied to the out of line haul on western grain, be suspended, with leave to the transportation companies to apply to the Board for a readjustment of rates if the same be necessary.

APPLICATION OF THE ROBIN HOOD MILLS, LIMITED, MOOSE JAW, *in re* MILLING IN TRANSIT.

Assistant Chief Commissioner McLean.—Sections 1 and 2 of General Order No. 234 provided as follows:—

> "1. That with respect to all grain originally shipped prior to March 15, 1918, the said grain, or the produce thereof, reshipped within six months from the stop-over point shall be entitled to the balance of the through rate existing at the time of the original shipment of the grain under the transit tariffs applicable."
>
> "2. That with respect to all wheat originally shipped on and after the 15th day of March, 1918, the said wheat, or the product thereof, reshipped from the stop-over point west of Fort William before the 1st day of June, 1918, to destinations west of and including Port Arthur and Armstrong, shall be entitled to the balance of the through rate to the said destinations existing at the time of the original shipment of the wheat under the transit tariffs applicable."

A flat fifteen per cent advance was allowed by the Board in what is known as "The Fifteen Per Cent Case", on grain, flax seed and other products, in carloads, in the West, other than the rates to the Lake Superior ports and intermediate points held down by the terminal rates, the effective date of which was postponed until March 15, 1917.

The confusion was with regard to the rate to be applied to grain shipped to and stored in interior terminal elevators prior to March 14, 1918, and later

reloaded and forwarded to the terminals at Port Arthur and Fort William, the applicants claiming that such reshipments should be at the old rate, the railways that the new rate applied.

Written submissions, both pro and con, were filed, and a hearing, at which the applicants and the railways were represented, finally had.

The position taken by the parties fully set forth in the reasons for judgment. The ruling was that the words, " to final destination ", in rule 6-A of the tariff in force when the shipments in question originated, read in connection with the provisions as to reshipments made to Westport, Fort William, Port Arthur and points east thereof, meant the through rate, the inception of which in point of time as defined by the said General Order No. 234 applied to final destination, even if that destination be east of Fort William or Port Arthur.

APPLICATION OF THE CANADIAN NATIONAL MILLERS' ASSOCIATION *in re* EXPORT RATES ON GRAIN PRODUCTS.

The applicants asked that when freight rates were advanced or reduced on grain, the same rates should apply to the products thereof, to prevent discrimination, which it was alleged at present exists.

The situation was that the existing spread in rates facilitated the moving of Canadian wheat to England, which there is ground into flour, to the disadvantage of the Canadian miller.

Held, that while, as a matter of trade policy, it may be advantageous to export the milled product in preference to the unmilled grain, the Board has to approach the matter not from the standpoint of trade, but from the rate standpoint, and has to deal with the question whether the existing rate arrangement is discriminatory, and also whether the rate attacked is unreasonable in itself.

It was brought out in evidence that there was a big movement of Canadian wheat from Buffalo. Three questions involved, namely: (1) Should the rate via Buffalo be taken as a measure of what the export rate to West St. John should be? (2) Are there especial competitive conditions holding down the grain rate? (3) If so, is the flour rate, for export via West St. John, as charged, unreasonable in itself?

It was established that certain competitive conditions had to be met in the case of wheat. The contention was that flour should be treated the same way. Held, that there were special competitive conditions operating in respect to wheat which were not applicable to flour, and that the spreads in rates did not work an undue preference to wheat or an unjust discrimination against flour on the export movement concerned.

Rates on grain and wheat from bay ports to West St. John and Montreal compared, and the effect of the increase allowed under the Board's orders, and the terminal charges on the said rates, considered and discussed.

Held, the existing rate on flour to West St. John not unreasonable.

For full text of judgment see appendix " A ".

APPLICATION EXPRESS TRAFFIC ASSOCIATION OF CANADA FOR APPROVAL OF SUPPLEMENT " B " TO THE EXPRESS CLASSIFICATION.

Supplement " B " to Express Classification No. 5 proposed certain eliminations in respect of the item of returned empties. The grounds upon which it was based were that there had been a disproportionate increase in the volume of returned empties as compared with the actual paying traffic movement, that there had been a considerable increase in the movement of light and bulky

returned packages, and that this did not yield from the returned empty payment revenue commensurate with the space occupied.

The principle in regard to the charge on returned empties, namely, at one-half the rate per 100 pounds charged when full, was decided in the Board's Express Judgment of 1910 after very careful consideration, and that practice continued ever since.

Held, that the Express Traffic Association had not made out a case for the amendment of the classification in regard to returned empties as proposed by it.

Assistant Chief Commissioner McLean delivered the judgment of the Board.

APPLICATION NATIONAL DAIRY COUNCIL OF CANADA *in re* CANCELLATION OF 20 PER CENT INCREASE IN EXPRESS RATES ON CREAM.

Chief Commissioner Carvell delivered the judgment of the Board. The application was for a reconsideration of the 20 per cent increase on cream allowed by the Board's Order No. 327. The application was refused, and an appeal from the Board's refusing order was taken to the Governor in Council. The Governor in Council referred the appeal to the Board for further consideration as to whether or not, first, there should be a reduction on the various other classes of merchandise comprised in the "commodity" group, and if the Board is of opinion that a general reduction of the "commodity" rates cannot consistently be made, then and in such case a specific rate should be fixed for cream.

A further hearing was had by the Board. It has not been the practice to adopt as a principle of rate making that the rate should depend upon the price of the commodity. In other words, that a reduction in the price of the commodity has automatically to carry with it a reduction in the rate. If that principle applied it would logically follow that an increase in the price of commodities would automatically increase the rate. The value of the commodity has a bearing on the fixing of a rate, but an important factor is the cost to the transportation company for adequately performing the service.

The investigation covered the question of the transportation of the various classes of goods included in "commodities". The arrangement between the different express companies and the railways, under which the express companies operate, as also the cost of carriage and the evidence upon these points, discussed and considered.

In arriving at a conclusion as to whether a rate may be reduced or not, or whether the rate is reasonable, regard must be had to the business methods employed by the company in carrying on its business, the wages of its employees, and, generally, that the business is conducted in a reasonable, economical, and business-like manner. It was established that the commodity rates on cream are the lowest of any express rates in existence in Canada—much lower than the first-class freight rate.

Application dismissed.

For full text of judgment see appendix "A".

APPLICATION CARROLL BROTHERS, OF BUFFALO, N.Y., *re* CHARGES FOR SIDING

Judgment, Assistant Chief Commissioner McLean, concurred in by Chief Commissioner Carvell, Deputy Chief Commissioner Nantel, and Commissioners Boyce and Rutherford.

The application asked that the Board fix the charges for the siding into the applicant company's property, and alleged that the charges made by the Grand Trunk Railway Company in respect of the siding discriminated against

the applicants and in favour of their competitors in the business, the Empire Limestone Company, of New York. The applicants are in competition in business with the Empire Limestone Company, and the siding rental charges to the latter company being less than those of the applicants.

The siding and extensions were constructed under agreements between the applicants and the railway company, by the terms of which the applicants were to provide the lands necessary for the spur outside the lands owned by the railway company, and to complete all the works of grading, including culvert and trestle work, which might be required, and also to provide all ties and other materials, the railway company to provide the rails, switches, frogs, fastenings, and signals, and all other iron and steel material needed in the construction of the siding. The company was to lay the track at the expense of the applicants. the applicants to pay to the company interest at the rate of 6 per cent per annum on the value of the rails, switches, etc. The siding is referred to in the judgment as a branch built on the basis of a co-operative construction.

The Board's jurisdiction under the branch lines and industrial spur clauses considered. Held, that the Board had no power to compel the construction of a branch line to serve an industry, under sections 180 to 184 of the Railway Act, 1919; that the cases have decided that a spur line constructed under these clauses does not become part of the railway of the company where the branch is built on the basis of a co-operative construction, already referred to, that, in order to make a branch line part of the railway, it is necessary to use expropriatory powers, that is to say, the railway, acting on the part of the individual concerned, may take steps to expropriate and incorporate the branch line in its own system. The Board has no power to direct the extension of a siding not built under the compulsory construction sections, unless there is expropriation. The branch line in question is within the reasoning of the decisions, and therefore not part of the railway. In the result, the Board is without jurisdiction to make the revision of terms as asked for. As presented, the Board held that the difference in rental terms between the siding agreements with the two companies afforded no criterion of discrimination. Held, that the only section under which the Board could act in the present application was the industrial spur clause, 185.

RE FREIGHT TOLLS, 1922.

Judgment of the Board dated June 30, 1922, concurred in by Chief Commissioner Carvell, Assistant Chief Commissioner McLean, and Commissioners Boyce, Rutherford and Lawrence.

An appeal was taken to the Governor in Council from the Board's Order No. 308, providing for the general rate increase known as the 35 and 40 per cent Case, effective September 13, 1920. His Excellency in Council dismissed the appeal, but expressed the strong view that there should be brought about with the least possible delay equalization of eastern and western rates; and referred the matter back for further inquiry by the Board to determine whether conditions had not so changed in recent years as to make such equalization practicable, and also in determining what constitutes a fair and reasonable rate, without taking into account the requirements of the Canadian National Railway System.

All increases allowed under the General Order No. 308 ceased to exist on July 1, 1922, because of the fact that the amendment to section 325 of the Railway Act, 1919, postponing the operation of the Crowsnest Pass legislation for three years, expired on the 6th July, 1922. In the session of Parliament of that year, the operation of the Crowsnest Pass legislation was suspended

for a further period of one year upon all rates and schedules particularly mentioned, with the exception of grain and flour, the rates upon which, on and after July 6, were to be those provided for in the original legislation; and also gave power to the Governor in Council to extend the provisions of the said Act for an additional term of one year.

Comparison of Canadian and United States freight rates entered into.

Freight rates in Canada were not increased during the first four years of the war, but in 1918 and 1920 substantial increases were allowed, necessary to meet the higher operating costs. The increase in rates authorized in Canada by the Dominion Railway Board did not bear so heavily on the Canadian public as the increases authorized in the United States by the Interstate Commerce Commission. The amounts and effective dates of general increases, as well as decreases, in Canada and the United States, referred to in detail in the judgment. Comparison between United States and Canadian passenger fares also discussed.

The proposal of the railways before the Special Committee of Parliament was that, outside of the question of the rates on grain from the Prairie Provinces to the head of the lakes, any decrease in freight rates in Canada should be confined to what they called "basic commodities," namely, grain and grain products, forest products, coal, building material, brick, cement, lime, plaster, potatoes, fertilizers, ores, wire, scrap iron, pig iron, brooms, and billets.

The suggestion was made by the railways that, in lieu of the Crowsnest Pass agreement, certain named percentage reductions from the present rates be made upon these basic commodities. With that as the basis, and upon the figures submitted, the Board concluded that a reduction of 7½ per cent on the rates now in existence on those basic commodities, less than the increases authorized by General Order No. 308, but not including any reductions heretofore made upon any of the said commodities upon domestic freights in Canada, is as far as the Board should go in the direction of rate reductions.

The question of equalization of rates between the Prairie Provinces and Eastern Canada fully discussed and considered.

Under the Railway Act, not all discriminations or preferences are forbidden. Held, that the railways have satisfied the onus of showing that these discriminations were not unjust or undue, as the railway rates in the east are held down by water competition and American rail competition, something they could not control.

General Order No. 366, dated June 30, 1922, giving effect to the judgment, issued. By this order, a decrease of 7½ per cent from the increase given by General Order No. 308 on these basic commodities other than grain and flour, and any other orders affecting the said commodities issued since that date, the effect of which was to leave the increase granted by General Order No. 308 in Western Canada at 12½ per cent and in Eastern Canada at 17½ per cent. On coal, other than anthracite, and coal from the head of the lakes westward, all increases provided for by General Order No. 308, rescinded. The increase in excess baggage, as provided for in the said General Order No. 308, eliminated. Railway companies to file tariffs putting the rates as prescribed by the judgment into effect. The effective date of the said rates to be August 1, 1922.

For full text of judgment see appendix "A".

APPEALS FROM DECISIONS OF THE BOARD

For the year ending December 31, 1922, there were four appeals made to the Governor in Council, and one appeal to the Supreme Court of Canada, from the decisions of the Board.

With reference to the appeals to the Governor in Council, the following are the appeals and the disposition thereof:—

(1) Appeal of the Corporation of the City of Toronto against the Ruling of the Board (General Order No. 327) with respect to express rates.—*Dismissed, P.C. 562, March 7, 1922.*

(2) Appeal of the National Dairy Council of Canada from the decision of the Board and for an order for the cancellation of the 20 per cent increase in cream rates which was allowed temporarily to express companies on their application of July, 1920.—*Referred back to Board, P.C. 455, March 17, 1922.*

(3) Appeal of the Dominion Millers' Association from the judgment of the Board, dated March 6, 1922, in the matter of flour arbitraries over wheat for export.—*Dismissed, P.C. 2264, October 22, 1922.*

(4) Appeal of the National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers from Board's Order No. 28883, respecting express classification of ice cream.—*Pending.*

With reference to the appeal to the Supreme Court of Canada, this was an appeal of the Canadian Pacific Railway Company upon a question of law arising out of the application of the Department of Lands, Forests and Mines, province of Ontario, for an order directing the Canadian Pacific Railway to provide and construct an overhead crossing at its own expense over the right of way between lots 6 and 7, concession 1, township of Eton, Ont., April 1, 1922. The appeal was allowed with costs, question answered in the negative.

ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1922, was 1320. The number of general circulars issued by the Board, directed to all railway companies subject to its jurisdiction, was 2. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 21 in number for the year.

A list of general orders and circulars for the year ending December 31, 1922, will be found compiled under appendix "G" to this report.

APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints made to the Board for the year ending December 31, 1922, was 3348.

TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1922, was as follows:—

Freight tariffs, including supplements	72,122
Passenger tariffs, including supplements	15,987
Express tariffs, including supplements	1,794
Telephone tariffs, including supplements	4,522
Sleeping and parlor car tariffs, including supplements	342
Telegraph tariffs and supplements	19
	94,786

The total number of schedules filed from February 1, 1904, to December 31, 1922, was 1,132,553.

The details of the tariffs will be found under appendix "B" to this report.

ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1922, number 280, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways, and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "C" will be found a detailed report of the Chief Engineer.

OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station service performed by the railway companies.

Under Appendix "D" will be found a full and detailed report of the Chief Operating Officer of the department.

ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,588, covering 243 persons killed and 2,856 persons injured, were reported to the Board during the year ending December, 1922, as compared with 1,821 accidents reported for the year 1921, covering 243 persons killed and 1,928 persons injured.

The figures given show:—

(1) Four passengers killed for the year ending December, 1921, and 5 passengers killed for the year ending December, 1922, an increase of 1; and the number of passengers injured was 240 in 1921, as compared with 376 in 1922, an increase of 136.

(2) The number of employees killed was 91 in 1921 and 83 in 1922, a decrease of 8, and the number of employees injured was 1,344 in 1921, as compared with 2,084 in 1922, an increase of 740.

(3) The number of others killed was 148 in the year 1921 and 155 in the year 1922, an increase of 7, and the number of others injured was 344 in 1921, as compared with 396 in 1922, an increase of 52.

It is pointed out that out of 155 others killed, 71, or 46 per cent, were trespassers, and that out of 396 others injured, 90, or 23 per cent, were trespassers.

The following is a table giving the comparison between the total number of passengers carried by the railway companies, and the number of passengers killed and injured, and the same information as to employees. Figures giving the total number of passengers carried and employees are for the year ending

1921, the last figures available, and are taken from the Railway Statistics published by the Transportation Branch of the Dominion Bureau of Statistics:—

Passengers—	
Number of passengers carried on railways	46,793,251
Number of passengers killed	5
Number of passengers injured	376
Employees—	
Number of employees with railways	167,627
Number of employees killed	83
Number of employees injured	2,084
Trespassers—	
Number of trespassers killed	71
Number of trespassers injured	90

It will be noted that of what may be termed preventable loss, there were 71 killed under the heading "Trespassers" and 90 injured. This is an increase of 7 in the number of killed and a decrease of 1 in the number injured as compared with the year ending December, 1921.

The following table shows the total by provinces as regards trespassers killed and injured for the year ending December, 1922:—

Province—	Killed.	Injured.
Nova Scotia	1	1
New Brunswick	1	-
Quebec	18	20
Ontario	43	42
Manitoba	1	3
Saskatchewan	3	6
Alberta	2	7
British Columbia	2	11
Total	71	90

Attention is again directed to the statement setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 821 accidents, covering 293 persons killed and 991 injured.

Crossings protected by gates accounted for 20 killed and 66 injured.

Crossings protected by bell accounted for 39 killed and 99 injured.

Crossings protected by watchman accounted for 11 killed and 41 injured.

Crossings unprotected accounted for 223 killed and 785 injured.

There have been 194 accidents at protected crossings covering 70 persons killed and 206 persons injured, and at unprotected crossings there have been 627 accidents covering 223 persons killed and 785 persons injured.

During the year ending December, 1922, there were 183 accidents at highway crossings covering 66 persons killed and 237 persons injured, as compared with 189 accidents in 1921 covering 70 persons killed and 214 persons injured.

Automobile accidents totalled 109, divided as follows:—

At crossings protected by gates	2
At crossings protected by watchman	2
At crossings protected by bell	10
At crossings unprotected	95

Horse and rig accidents numbered 46, made up as follows:—

Gates	0
Watchman	2
Bell	6
Unprotected	38

Pedestrian accidents numbered 28, as follows:—

Gates	7
Watchman	3
Bell	1
Unprotected	17

It will be observed from the above that 33 out of a total of 183 accidents occurred at protected crossings, leaving unprotected crossings to account for 150 accidents.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "D".

FIRE INSPECTION DEPARTMENT OF THE BOARD

As in former years, the local inspection of the Fire Inspection Department has been handled under co-operative arrangements made with the several Dominion and provincial forest-protective organizations on the ground. During the year, 97 officials or employees of such organizations acted, under authority of the Board, as local officers of this department, under the direction of the Chief Fire Inspector.

On April 19, 1922, the Board issued General Order No. 362, revising and amending the railway fire regulations contained in General Order No. 107, the latter order being thereby superseded. The new order contains several important changes.

During the early spring, complications arose with regard to the class of coal used as locomotive fuel on certain of the Canadian National lines in the Prairie Provinces and eastern British Columbia. The protracted strike of union coal miners in northern Alberta made it impossible for the railway to secure adequate supplies of the usual grades of bituminous coals, and it became necessary, in order to maintain train service, for the Board to suspend the provisions of regulation 8 of General Order No. 362, and permit the use of non-coking grades of coal in non-forested sections of the Prairie Provinces, it being stipulated that coking grades of coal should continue to be used in forest sections. Pending this readjustment, a large number of early spring fires, attributed to locomotive sparks, occurred on certain of the Canadian National lines in northern Alberta and eastern British Columbia. Fortunately, most of these fires were small, but some escaped and caused damage. Efforts have been made by the railway management to develop a spark-arresting device that should work satisfactorily with light-bodied, non-coking coals, but these experiments have not yet reached more than a partially satisfactory conclusion.

The requirements relative to the maintenance of special fire patrols and the reporting and extinguishing of fires have, on the whole, been well observed by the railways. Substantial progress has been made in the matter of freeing railway rights-of-way from unnecessary combustible matter.

During the year, 9,897 miles of fireguards were maintained by the railways in non-forested sections of the Prairie Provinces, in accordance with the requirements of the Chief Fire Inspector.

A total of 1,598 fires from all causes were reported as originating within 300 feet of railway lines in forest sections, subject to the Board's jurisdiction throughout Canada. Of these, 759 or 47·5 per cent covered an area of less than one-quarter acre each and did no damage. Of the grand total, 75·4 per cent were definitely attributed to railway causes, 7·5 per cent to known causes other than railways, and 17·1 per cent to unknown causes.

A total area of 118,012 acres was burned over. Of this, 89·9 per cent is chargeable to railway agencies, 4·5 per cent to known causes other than railways, and 5·6 per cent to unknown causes.

The total damage by all these fires is estimated at $222,593; of this the railways are charged with 83·9 per cent, while 3·8 per cent is due to known causes other than railways, and 12·3 per cent to unknown causes. This constitutes an increase over the railway fire losses for the previous year, due to the more hazardous weather conditions and to the fact that one fire was allowed to escape control and cause heavy losses in timber values destroyed. Otherwise, the railways have done exceptionally well in handling their fire problems.

ROUTINE WORK OF THE BOARD

RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1922, together with the number of orders issued:—

Number of applications made	3,348
Number of filings received during the year	34,749
Number of outgoing letters during the year	23,440
Number of orders issued during the year	1,320

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

RECORD ROOM

STATEMENT—showing the applications made to the Board under the various Sections of the Railway Act, for the year ending December 31, 1922.

Sections of Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of orders, sec. 34	4	9	2	6	7	10	3	11	6	8	1	4	71
Rules and regulations, secs. 34, 281, 287, 290, 296									1				1
Extension of time, sec. 41	2	6	3	4	9	7	5	6	7	7	2		58
Location of line, secs. 167-177	1	3		3	4	1		2	1	1	1		17
Route map, sec. 167						1		1		1			3
Railway as constructed, sec. 175	3	1	2		2	1	2			2	2		15
Deviation of line, sec. 178	1	2	6	1	5	2	1	1	1				20
Mines and minerals, secs. 194-198			1										1
Expropriation of lands, secs. 189-192			1						1	2			4
Appeals against Board's decisions	1		1	1						1			4
Compensation for damage, secs. 213-221												1	1
Branch lines railway, secs. 180-187	24	14	5	9	17	19	17	22	17	14	25	12	195
Railway crossings and junctions, secs. 252-254	1	2	1	2	2	1	3	2	3	3	1	2	23
Interlocking applicances, sec. 252		4	3	4	2	7	3	4	3			1	31
Highway crossings, secs. 255-267	24	13	9	21	11	25	17	17	11	18	11	8	185
Highway diversion, sec. 256	2		4	4	1	1	3	1	1	2	3	4	26
Protection at crossings, secs. 257-267	16	9	9	5	9	9	8	22	29	23	19	23	181
Telegraph and telephone lines, sec. 367												3	3
Telegraph and telephone Connections, sec. 371		1	2	2	1	2		1		1			10
Telephone wire crossings, sec. 372						1			2	3	4		10
Power wire crossings, sec. 372	1	1		3		1	2	2	2		2		14
Telephone agreements, sec. 375	12	7	8	5	7	5	15	12	5	3	8	10	97
Canals, ditches, etc., secs. 268 271		5								1	1		7
Water pipes, sec. 269	1						1		1		1		4
Sewers, sec. 260			3	2	1		2	2	4	1			15
Culverts, sec. 269				1	1			1		1		1	5

STATEMENT—showing the applications made to the Board under the various Sections of the Railway Act, for the year ending December 31, 1922—*Concluded*

Section of Railway Act	Jan.	Feb.	Mar.	Ayril	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
Farm crossings, secs. 272-273	2	4	.....	.....	1	5	3	1	1	3	2	1	27
Protection farm crossings, sec. 275	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cattle-guards, sec. 274	.....	.....	1	.....	.....	.....	2	1	1	.....	.....	.....	5
Fencing of right-of-way, sec. 274	1	1	3	22	3	1	5	1	8	4	9	4	62
Bridges, secs. 249-251	20	10	4	8	42	12	47	45	5	13	10	9	225
Tunnels, secs. 249-251	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	4
Stations, sec. 188	1	10	9	1	7	7	5	9	20	5	5	7	86
Condition of stations, sec. 188	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Station accommodation, station agents	8	3	9	10	11	5	4	7	3	1	2	2	65
Opening of railway secs. 276-277	1	1	.....	.....	1	.....	2	.....	5	3	5	.....	18
Condition of railway, sec. 283	2	3	1	2	9	7	3	4	6	3	3	1	44
Rolling stock, secs. 298-301	1	.....	3	1	7	5	6	3	2	2	1	.....	31
Train service	4	2	4	4	7	.....	7	2	5	4	1	.....	40
Working of trains, sec. 287	3	2	1	13	4	1	1	1	.....	1	1	.....	28
Obstructions to Traffic, sec. 311	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Accommodation for Traffic, sec. 312	2	5	11	5	2	2	2	4	3	2	1	6	45
Dangerous Commodities, secs. 349-350	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Accident Reports, secs. 285-286	51	63	63	46	76	79	50	71	39	68	70	60	736
Thistles and Weeds, secs. 279-280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fires from locomotives, secs. 280-281-287-387	.....	.....	1	.....	.....	.....	4	1	10	5	.....	.....	21
Interswitching, secs. 316-337	1	1	3	1	2	1	.....	.....	2	2	.....	1	14
Freight Classification, sec. 322	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	3
Disallowance of Tariffs, sec. 325	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Standard Freight Tariffs, sec. 330	.....	1	2	.....	1	1	1	.....	3	.....	.....	.....	9
Standard Passenger Tariffs, sec. 334	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Adjustment in Rates	6	3	6	1	7	1	5	5	6	10	6	1	62
Special Freight Tariffs, sec. 331	1	1	.....	.....	1	1	.....	2	4	1	1	2	17
Special Passenger Tariffs, sec. 335	1	.....	2	2	.....	.....	1	1	1	3	1	.....	12
Provisions for Carriage, secs. 344-348	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2	2	6
Express Tolls, secs. 360-366	.....	1	.....	1	.....	3	.....	5	.....	4	1	.....	15
Carriage by Express, sec. 364	1	3	1	.....	3	1	2	.....	2	2	.....	.....	15
Telephone Tolls, sec. 375	.....	.....	.....	2	1	1	.....	.....	1	.....	.....	.....	5
Amalgamation Agreements, secs. 151-153	.....	1	.....	1	.....	.....	.....	.....	1	2	.....	3	8
Traffic Agreements, sec. 154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Statistics and Returns, secs. 379-384	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	3
Claims and Refunds	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Enquiries	10	8	12	6	13	7	11	8	8	4	3	1	91
Complaints	36	47	47	46	52	45	34	40	41	39	54	33	514
Miscellaneous	7	12	15	32	11	8	11	7	3	5	5	5	121
General Orders of the Board	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	3
Totals	253	261	263	277	343	289	290	325	277	283	273	214	3,348

APPENDIX " A "

PRINCIPAL JUDGMENTS OF THE BOARD FOR THE YEAR ENDING DECEMBER 31, 1922

APPLICATION OF BAROME ROCHON, *re* DRAINAGE CANADIAN PACIFIC RAILWAY COMPANY.

Judgment Mr. Commissioner Boyce, January 4, 1922, concurred in by Chief Commissioner.

In the year 1887, shortly after the construction of its line between Port Arthur and Winnipeg, the Canadian Pacific Railway Company, in order to avoid having to put in an expensive culvert, and to give them a more stable and solid road-bed, diverted from its original and natural outlet, (shewn " A " on plan filed) a stream, fed by a number of lakes (one of these being War Eagle lake), discharging into Darlington bay of Winnipeg river, north of the tracks of the Canadian Pacific Railway just west of Keewatin, and carried the water thereby arrested in its natural flow, through the low lying lands, south of the railway, where is now the applicant's farm, block 232, known as lots 5 and 7, in the first concession of the township of Keewatin, thence through a deep rock cutting (shewn marked " B " on plan), into a swamp (marked " C " on plan), thence by means of a tunnel under the railway at a point marked " D " on plan, back to Darlington bay.

It is alleged that in the course of this diversion sufficient provision was not made for artificially carrying off the water which, theretofore, had been drained off by natural flow.

The complainant did not acquire his holdings until many years after the diversion was made—his location being made about 1905-06 or 07; his patent issued some years later, but complainant alleges that when he took up the farm he now occupies, and in respect of which he complains, the railway was a single track road, and the dump, built of large boulders, permitted the water not taken care of by artificial means, to seep through the dump somewhat along its natural course, so that, as he says in his evidence at the hearing (Vol. 359, p. 5317) when he took the land up (in 1905-6 or 7), "It was nice and dry, except the creek"—(meaning the water course as diverted). At the time, he says, most of the water ran through the dump (then a single track) and hardly any water went through the diversion. He states that in the Spring of 1907 he farmed part of the land now under water.

The basis, then, of the complaint is that in 1906-7 the railway was double-tracked, and that in the double tracking the dump theretofore permitting surplus water to pass through was so closed up that no water could get through and the diversion failed to carry it off, thereby flooding about four acres of the complainant's lands every year since the dump for double tracking was completed. The gist of the complaint, therefore, seems to be that the diversion made by the railway in 1887 was never really tested as to its efficiency in carrying off the water until the dump for the double track was built ten years later, thereby arresting the seepage through the dump of what water the diversion was unable to carry. In other words that the insufficiency of the diversion to carry off the water as the natural water course had theretofore done did not become apparent until the outlet for the surplus water through the single track dump became closed by the solidifying of that dump to carry the double track, then when the work of carrying off the whole of the water drained by the original water course was thrown upon the diversion, or artificial channel con-

structed by the railway, the diversion failed, it proved inadequate, and the complainant's lands, to the extent mentioned, have been flooded year by year ever since.

The evidence of the complainant is corroborated by two witnesses—one, Duncan Beeton (p. 5321), who has resided in the vicinity since 1880, who knows the particular locality, and who says that after the single track of the railway was completed the water continued to flow through the dump, and that no water flows through there now. He speaks of the rock cutting being only four feet wide, and obstructed by rocks. That this cut could be made better by being cleaned out, and that he has seen Rochon's land flooded.

To the same effect is the corroborative evidence of Sydney Pearson (p. 5326), who also says that since the double-tracking all the water that flowed from War Eagle lake and the adjoining lakes west flowed under the track, that is, before the double tracking, and that since the double tracking no water flows through the dump, the land on the north side of the dump being dry since the double tracking.

The evidence of the complainant, who is an old resident of the district, and has lived on the land since he took it up—or since prior to 1907—and of the other two witnesses is not controverted by the railway company, which relied upon the evidence of its engineer as to the sufficiency and adequacy of the diversion to carry off the water. The evidence shows that the creek was about eighteen feet wide originally, and that, as a result of its diversion by the railway company, it is carried through a rock cutting but four feet wide. Whether this is deep enough to carry off all the water compressed into it from an eighteen-foot stream is open to some question, but the photograph of the cut submitted shows that the water comes through it very rapidly, and that there are obstructions to its easy passage. The depth of the rock cutting, the engineer says, is the same depth as the creek, so that it is obvious that there was, as a result of the diversion, a great compression in the original flow from eighteen feet to four feet at this point.

I would find as a fact upon the evidence before the Board that at the time the complainant located and entered into possession of his farm, the water was drained therefrom, partly by the diversion, and partly by seepage along the natural course of the stream, and that there was then no overflow or flooding of the land as that now complained of. That since the dump of the railway was altered to provide double tracks, the seepage along the original course of the stream, and which had acted as an auxiliary to the diversion up to that time, was stopped and the whole drainage was thrown upon the diversion, and that the diversion works failed to entirely carry it off, with the result that a portion of the complainant's land, about four acres, which was dry before the dump was altered, was flooded year by year since the double track dump was completed.

Whether the diversion is capable, if thoroughly cleaned of rock and silt obstructions, of giving adequate drainage, so as to leave the land as dry as it was when the complainant first occupied it, may be in some doubt. The railway company argues that there is no duty cast upon it to clean out the rock cutting made by it, as part of the diversion, or otherwise, and generally to remove all obstructions and accumulations which may check the free flow of the diverted stream. I am, however, unable to agree with this contention. Where the railway company, for its own purposes, diverts or changes a natural water course, some duty is cast upon it to see that the substitution of the artificial channel does not materially affect the utility of the natural course, or, in the language of section 163, of the present Railway Act—formerly section 155 of R.S.C., Chapter 37:—

> " The company shall restore, as nearly as possible, to its former state, any river, stream, watercourse, highway, water pipe, gas pipe, sewer or

drain, or any telegraph, telephone or electric line, wire or pole, which it diverts or alters, or it shall put the same in such a state as not materially to impair the usefulness thereof."

and to the same effect in section 268 of the present Act carried from section 250 of the former consolidation:—

"The company shall in constructing the railway make and maintain suitable water pipes, flumes, ditches and drains along each side of, and across and under the railway, to connect with water pipes, flumes, ditches, drains, drainage works and watercourses upon the lands through which the railway runs, so as to afford sufficient outlet to drain and carry off the water, or to convey the water supply, *and so that the then natural, artificial or existing drainage, or water supply, of the said lands shall not be obstructed or impeded by the railway.*"

There was, as appears from the evidence a flooding of the complainant's land immediately following, and I think as a result of the construction by the railway of another dump to carry a second track or line of railway, and the drainage affecting the complainant's lands existing prior to such construction were not restored to its former state, but, on the contrary, the usefulness of the drain or watercourse was thereby materially impaired, and the existing drainage thereof was, and is, obstructed or impeded.

The legal principles involved are fundamental. I refer to such cases as—

Ostrom v. Bills, 24 A.R. 526; 28 S.C.R. 485.
Young v. Tucker, 26 A.R. 162.
Hamelin v. Bowerman, 31 S.C.R. 534.
Ward v. Grenville, 32 S.C.R. 510.
G.T.R. v. Miville, 14 L.C.R. 469.
Carron v. Great Western Ry. Co., 14 U.C.R. 192.

Where these are discussed, and the provisions of statute to which I have referred would render it more than ever necessary that the railway company should take care of all water brought down upon its lands at the time the railway is constructed.

The duty incumbent upon the railway company is, I think, clear, as it also appears from the evidence that it has not fulfilled that duty as regards this watercourse. The railway company cleared it out once, while protesting that it was not its duty to do so.

If the obstruction of the diversion causes the flooding and not the insufficiency or inadequacy of the diversion itself, the railway company should have an opportunity to demonstrate that condition by clearing the channel it made to divert the stream of every obstruction. If that work results in efficiently draining the complainant's land to the same extent as it was when he first occupied it, and before the double tracking of the railway, no further Order need be made by this Board, it being understood that the drainage will be so maintained by the railway. If, on the other hand, it is demonstrated by a further examination under the direction of the Board, after the diversion has been cleared of obstruction by the railway, that the flooding results from insufficiency or inadequacy of the diversion, or of any part thereof, the matter may be dealt with further upon notice to the parties.

The Railway Company will be required to thoroughly clean out the watercourse it constructed and remove therefrom all boulders, rock, silt, or other obstruction, or impediment to the flow of water, this work to be done, subject

to the approval of an Engineer of the Board, as early as conditions will permit next Spring; the work to be completed by May 1, 1922.

As to any further order the matter will stand for further report from the Engineers of the Board upon the effect of the above work.

Order should go as above.

APPLICATION CITY OF REGINA, *in re* PROTECTIVE DEVICES AT CROSSINGS, CANADIAN NATIONAL RAILWAYS.

Judgment Mr. Commissioner Rutherford, January 10, 1922, concurred in by Assistant Chief Commissioner.

These applications were heard at Regina on November 4, 1921. The case for the city of Regina was based on the fact that by the Board's Order No. 31357 of date August 5, 1921, an electirc bell and wig-wag signal were installed at the crossing of Seventh avenue by the Canadian National Railways' line running along Smith street.

The city of Regina claimed at the hearing that the crossings situated respectively at Dewdney street and Smith street and at Eighth avenue and Smith street, are even more dangerous than that at Seventh avenue and Smith street, at which latter crossing the railway company has been required by the Board to instal an electric bell and wig-wag signal.

Mr. Temple, on behalf of the Canadian National Railways, admitted at the hearing that the Dewdney street crossing is, on account of the greater volume of traffic, more dangerous than that at Seventh avenue, which latter is now protected. He asked that the Board should for the present, limit the proposed additional protection to the Dewdney street crossing, no additional protection being considered necessary at the Eighth avenue crossing.

The Assistant Chief Commissioner directed that the city should furnish the Board with the traffic statistics at the two crossings, namely Dewdney street and Eighth avenue, for a period of forty-eight hours, and after an inspection by the Board's Division Engineer, the applications would be given due consideration.

The traffic statistics since received indicate clearly that the crossing at Dewdney street is the most important, the total pedestrain and vehicular movement over it for the forty-eight hour period being 3,065, as against 1,110 at Seventh avenue, already protected.

Further, while the traffic statistics show that the movements at Dewdney street are considerably greater than those at Eighth avenue, which latter lies between Dewdney street and Seventh avenue, this is doubtless chiefly due to the fact that Dewdney street is paved while Eighth avenue is not.

The Board's Division Engineer has reported that all three crossings, namely Seventh avenue, Eighth avenue and Dewdney street are dangerous to the travelling public, the last mentioned being considerably more dangerous than either Seventh or Eighth avenues.

I am therefore of opinion that similar protection to that now installed at Seventh avenue, should be required at both Eighth avenue and Dewdney street, the signals at all three crossings to be operated by the same bonding, and the cost of installation to be borne by the Canadian National Railways, less the usual 25 per cent advance from the Railway Grade Crossing Fund.

SESSIONAL PAPER No. 33

In re DISCONTINUANCE OF SERVICE RED MOUNTAIN RAILWAY AND ABANDONMENT OF LINE.

Judgment of Assistant Chief Commissioner, January 24, 1922, concurred in by Commissioner Rutherford.

Under date of June 15, 1921, a letter was filed on behalf of the Red Mountain Railway Company stating that said line had been operated by the Great Northern Railway Company for a long time past, and statements were enclosed showing that such operation had been at a loss. The Great Northern Railway Company, it was stated, had decided to discontinue the operation of the Red Mountain line and take up the rails and other equipment, with a view to permanent abandonment of the enterprise; and it was intimated that the company contemplated the ceasing of operation at midnight on June 30, 1921. It was stated, further, that formal notice had been given to various public bodies.

In the statements which were attached to the letter, details as to freight and passenger and other operating revenues were given, as well as details in regard to operating expenses, taxes and net revenue. The details in question cover the years 1898 to 1920, for the period ending June 30th in each year.

The line in question is 9·47 miles in length, extending from the international boundary at Patterson to Rossland. The capital stock per mile outstanding is $43,569.

In the details as above referred to, it appears that from the period 1898 to 1908 there was, after paying operating expenses and taxes, a net annual revenue averaging during the period in question $18,298.

From 1909 to 1920, there was in every year a deficit, the average annual deficit amounting to $24,388.

The figures as given down to 1918 are in accordance with the returns as published in the Dominion Railway Statistics. As pointed out, the figures are shown for the years ending June 30. Since 1919, the Dominion Government returns are published for the year ending December 31. In the statement of the company as filed, the years 1919 and 1920 ending, as indicated, June 30, show deficits of $30,224 and $42,226 respectively. If the returns for the calendar years 1919 and 1920, as set out in the Government Statistics are taken, the respective deficits for 1919 and 1920 are $28,905 and $40,943.

Thereafter, complaint was received from the Rossland Board of Trade asking whether the railway company had a right, under the charter, to discontinue the service, and asking for a hearing.

A telegram was received from the Board of Trade of Trail objecting to the discontinuance of the service and abandoning of any portion of any branch line, if such discontinuance or abandonment interferes with the public or is likely to hurt the development of the province.

Thereafter, a considerable number of communications were received from different Boards of Trade and parties interested. The British Columbia Government, through a telegram from the Premier, joined with the Rossland Board of Trade in protesting against the proposed abandonment of portion of the Red Mountain Railway. Thereafter a telegram to the Premier and to various parties who had submitted communications was sent out by the Chairman of the Board, the material portion of which telegram is as follows:—

> "As we view the law, we are unable to prevent a company from removing rails; if you have authority for different view we would be glad to have it cited."

A telegram from the Rossland Board of Trade dated June 27 stated that formal application for hearing in the matter of discontinuance of the service on the Red Mountain Railway on points of insufficiency of notice and merits was being forwarded to the Board, and asked that the railway company be asked to continue the service pending hearing. A subsequent telegram of June 28 directed the Board's attention to section 312 of the Railway Act as bearing on the matter.

Under date of June 30, the secretary of the Rossland Board of Trade was advised that section 312 of the Railway Act had been considered before communication was sent by the Board and the telegram of June 24 already referred to. The Board stated it had no power, under its construction of the law, to direct continuance of the service pending hearing; but it was stated that on account of the urgency of the matter the application could be heard at Ottawa on July 6.

Under date of July 4, the Board received a telegram from the Rossland Board of Trade criticising the basis on which the figures of operating costs were made up, criticising the insufficiency of notice, and contending that the Board had powers sufficiently broad to prevent the discontinuance of the service.

At a later date, the Board was asked for a hearing of the matter when sittings were being held in the West; and arrangements were accordingly made which resulted in the sittings at Nelson on October 29, 1921.

As already set out, the Board indicated at the outset its view that the Railway Act did not authorize the Board to prevent discontinuance of the operation, including the removal of rails. This was in accordance with a number of rulings which the Board had made construing the Railway Act in this regard. At the sittings in Nelson, these rulings were referred to by Counsel for the railway company who relied upon them. Counsel appearing for other parties interested not having directed their attention to the question of the limitation of the powers of the Board in this regard were given an opportunity to file written submissions after the authorities had been considered.

It is patent that the fundamental matter is the jurisdiction of the Board. The course of the proceedings indicates that those protesting against the action of the railway were of opinion, first, that the sanction of the Board is a condition precedent to the removing of tracks and discontinuance of the service by the railway; and, second, and necessarily flowing from the point of view set out, that the Board had authority to refuse such application.

An analysis of the findings which the Board has given in other cases is material to the proper understanding of the limitation of the Board's powers.

In 1915, the Board received a communication from counsel for the Great Northern Railway Company (file 25461), stating that the Great Northern Railway Company proposed to entirely abandon the operation of the Bedlington and Nelson line between Port Hill, Idaho, and Wynndel, B.C. The legal status of the matter was checked up by the Board's Legal Department, which advised as follows:—

> "Since your memorandum to me of January 22, letters from the general solicitor of the company and Mr. Haydon, dated January 14 and January 22, respectively, have been added to the file, in which it is stated, as you will note, that it is the intention of the company to abandon the portion of railway in question.
>
> "Unless the failure to operate is in violation of an agreement on the part of the company, there is no provision in the Railway Act dealing with a case where the company ceases to operate, except where it goes into insolvency. The Great Northern Railway Company appears to be opera-

ting the Bedlington and Nelson, as the owners of or having a controlling interest in the stock of the Canadian company, and operate under the name and as the Bedlington and Nelson Railway. There is no record of any amalgamation agreement between the two companies.

"In the case of Darlaston Local Board vs. L. & N.W. Ry., 63 L.J., Q.B. 826 (1894); 8 Railway and Canal Traffic Cases, 216,—it was held that the Railway Commissioners had no jurisdiction to order a railway company to rebuild and reopen for passenger traffic a station which the company had closed and pulled down, the reasonable facilities for traffic which, by s. 2 of the Railway and Canal Traffic Act, 1854, a railway company is required to afford, having no application to stations that are not in use.

"Per Lord Esher, M.R., and A. L. Smith, L.J.; Unless a railway company is required by its Act to keep open its line and stations, it is entitled to close any part of its line or any of its stations whenever it desires to do so. Per Kay, L.J.: Even if the duty to afford reasonable facilities applied to a station which had ceased to be used, that duty could not require the opening of a station which had been closed in consequence of the railway company finding that its continuance involved a heavy loss

"The incorporating Act of the Bedlington and Nelson Ry. Co. does not require it to keep open its line of railway."

Under date of February 2, 1915, the secretary-treasurer of the Board of Trade of Creston, B.C., was written to as follows:—

"Referring to your complaint herein under date of the 15th January last, I am directed to say that the Board has received a statement from the Great Northern Railway Company to the effct that it is the company's intention to entirely discontinue operating the Bedlington and Nelson line and eventually to remove the railway track. Also to state that the Board has no power to force the company to operate under these circumstances and therefore the Board is afraid it can be of no further assistance to you in this connection."

The matter again came up in connection with the same railway at a hearing in Vancouver on June 2, 1915 (Board's file 26019). The railway asked informally whether an order was necessary permitting the company to take up the rails, but no order was made; and as a result of some questions subsequently arising, a letter was written by the former Chief Commissioner, Sir Henry Drayton, to the Minister of Railways, under date of April 17, 1918. A question had been raised in regard to the powers of provincial parliaments to expropriate for highway purposes abandoned railway rights of way. This is not material to the discussion; but the explanation of the limitation of the Board's powers, as set out in the following extract from the letter on file, is material:

"This is one of those cases in which it is very hard to do anything. The Great Northern did operate this branch line from Bonner's Ferry, Idaho, to a point in British Columbia territory. The branch is known as the Bedlington and Nelson Railway.

"The earnings from the line have been so small that it did not pay to operate, and the company determined to save further losses by abandoning all operation. Operation was abandoned some time in 1915, and the company expressed itself as being perfectly willing to sell the abandoned right of way, at a reasonable price, to adjoining land owners.

"In April, 1917, the Provincial Surveyor of Taxes and Inspector of Revenue wrote stating that he had been informed by the Right of Way and Tax Agent of the Great Northern Railway Company that the rails of the line were taken up during the year 1916, and that the line no longer existed as a railway; and asking the Board whether it had made any order permitting this to be done.

"No order was made by the Board and the department was so advised: There is nothing in the Act which compels a railway company to continue to carry on a railway venture in which it is continuously losing money. It has been left to the business judgment of the railway company to determine whether it is going to scrap its investment, with the very large attendant losses on the one hand, or to determine whether it had better, in the hopes of some day saving its investments, make further temporary losses."

Under date of January 15, 1918, the Board was advised by the Great Northern Railway Company that it proposed to lift trackage of 1¼ miles on the New-Westminster Southern Railway, and the Board was asked whether it would take jurisdiction for the removal of the tracks. The railway company was not able to point out any section under which the Board had jurisdiction, and the applicant was advised in the same terms as are set out in the letter to the secretary-treasurer of the Board of Trade of Creston, B.C., already referred to.

The matter was again before the Board in 1919, Board's file 1,333, what was involved being the discontinuance of the train service on the Phœnix Branch of the V.V. & E. Railway, Grand Forks to Phœnix. On direction, the railway was advised by letter from the secretary as follows:—

"That, where the company has decided to abandon entirely the operation of its line of railway and take up the rails, as is proposed in the present instance, unless such action is in breach of an agreement to operate, there is no provision of the Railway Act under which the Board can restrain the company from doing so. This was the conclusion arrived at in the case of the Bedlington and Nelson Railway (File No. 25461). The new Act does not enlarge the powers of the Board in this regard."

The construction of the statute as above set out shows that there is no provision in the Railway Act requiring a railway which is steadily running behind to make application to the Board for removal of tracks and discontinuance of service; and it shows, further, that the Board is, on such a state of facts, not given any authority to prevent discontinuance of service and removal of tracks.

The position of the railway company from the standpoint of revenue has been set out. Exception is taken by the Rossland Board of Trade to the basis on which the figures are computed, it being contended that Rossland is not given sufficient credit. The figures, however, are the official figures filed with the Government authority dealing with railway statistics, and submitted under the provisions of the legislation appropriate thereto. The Board has in the past used the statistics so submitted by the railways in connection with analyses of costs, and I am of the opinion that the statistics here submitted in accordance with the rules and classifications in force are a proper basis on which to study the condition of the railway.

As pointed out, an opportunity was given to file written submissions: A submission filed by Counsel for the Rossland Board of Trade sets out that the Red Mountain Railway Company was incorporated by chapter 61 of the Statutes

of British Columbia of 1893, and that in the preamble of the Act it was recited that it was in the interests of the public that the railway should be constructed and "maintained". Reference is made to section 11 of the Act. The material portion of this section, so far as the argument is concerned, reads:—

> "The company may lay out, construct, build, equip, maintain and continuously work a line of railway.. .. .. .."

Emphasis is laid on the word "continuously" as being material.

By the Dominion Statutes, 58-59 Victoria, chapter 60, an Act respecting the Red Mountain Railway Company, said railway was given a Dominion charter and was declared to be a work for the general advantage of Canada. The written submission of counsel for the Board of Trade refers to section 2 of this Act. This section, after providing that the Special Act of the Dominion and the Railway Act of Canada shall apply to the company and its undertaking instead of the Special Act of British Columbia and the British Columbia Railway Act, continues:—

> "Provided, that nothing in this section shall affect anything done, any right or privilege acquired, or any liability incurred under the last mentioned Acts of the Legislature of British Columbia up to and at the time of the passing of this Act, to all of which rights and privileges the company shall continue to be entitled, and to all of which liabilties the company shall continue to be subject."

It is contended by counsel that under this section "one of these liabilities was to operate the railway and it is submitted *continuously*, but at all events to operate it." It is not claimed that the Dominion Special Act, independent of its inter-relation with the Provincial Special Act, carries any obligation as to continuously working.

It is to be noted that the provision in the Provincial Special Act is permissive, not imperative; and it would not appear that the words "continuously work" in section 11 of the Provincial Act of incorporation carry the obligation of the company any further than the authority to maintain the railway usual in special Acts, and as was the case in *Darlaston Local Board vs. London & N.W. Ry. Co., 8 Railway and Canal Traffic Cases, 216.*

Reference is also made to section 398 of the Railway Act of 1919, which deals with penalties:—

> "Any company or person who, without consent or order of the Board, removes any spur or branch line constructed under or pursuant to this Act for the purpose of affording railway facilities to, or in connection with, any industry or business established or intended to be established, shall be liable on conviction to a penalty not exceeding one thousand dollars."

The submission sets out: "It would appear from this that the company must get permission from the Board before removing a branch line or spur, and as nothing is said about the main line it is submitted that the main line cannot be removed even by consent of the Board."

Section 398 of the Railway Act is a new section included in the Act of 1919. The wording of it shows, e.g., "in connection with any industry or business established or intended to be established," that what is concerned with especially refers to section 187, which prohibits the removal, without consent of the Board, of a branch line or spur constructed under sections 185-186. These are the sections dealing with forced construction. The railway herein involved in no way falls within the scope of the section with which Section 398 is concerned.

Reference is made to section 312 which deals, *inter alia*, with facilities. In *Darlaston Local Board vs. L. & N.W. Ry. Co., 8 Ry. & Can. Traf. Cas., 216*, it was held that if the railway company was not bound by its special Act to make or maintain the railway, the facility clause or clauses could not be drawn upon by the Railway Commissioners. It does not appear that power to act under section 312 can be inferred, in the present case, to order the company to operate its line of railway.

The Board was informed that there was pending with the Interstate Commerce Commission an application to permit the removal of the tracks of the railway from Northport, Washington, to the international boundary, at which point it connects with the line herein involved.

A communication has been filed with the Board by the railway stating that the Department of Public Works at Washington has recommended to the Interstate Commerce Commission the granting of the application of the Great Northern Railway Company for authority to abandon the Columbia and Red Mountain line, that is, the portion south of the boundary; and there was filed therewith a copy of the recommendation, it being stated that the line was losing from $14,000 to $30,000 per year, with no prospect of ever being able to reimburse itself in the future.

The Board understands that while there was a hearing at Spokane on October 19, 1921, in this matter, said hearing, it is noted, being before a representative of the Department of Public Works of Washington, there is a further hearing being arranged for under the auspices of the Interstate Commerce Commission.

While, as I understand the Transportation Act, it is necessary to obtain the sanction of the Interstate Commerce Commission before a line engaged in interstate commerce can be abandoned, the situation, as pointed out, is entirely different under the Canadian legislation; and the Board is bound by the provisions of the law.

It has seemed proper to set the matter out at some length, as there have been evident misunderstandings of the limitations of the Board's powers. Very earnest pleas have been made. It is represented that the discontinuance of the service is a matter of very serious moment to Rossland. It is unfortunate that the business activities of Rossland are not so satisfactory as they once were, and there is no escaping the conclusion that the discontinuance of the railway service will exercise an adverse effect. At the same time, leaving aside any question as to whether if the Board had jurisdiction it would be justified on the merits in ordering the service to be continued, the plain fact is that the Board has no jurisdiction so to order.

At the hearing, there was developed the question of the traffic of the mining company, LeRoi No. 2, which uses the spur track operated by the Red Mountain Railway in connection with a transfer to the Canadian Pacific Railway tracks, to enable the traffic to be carried to Trail. This matter is still under negotiations.

APPLICATION OF CANADIAN PACIFIC RAILWAY COMPANY *re* SPUR EUGENE F. PHILLIPS ELECTRICAL WORKS, LIMITED, BROCKVILLE

Judgment of Chief Commissioner, February 2, 1922, concurred in by Assistant Chief Commissioner, Commissioners Rutherford and Lawrence.

The Eugene F. Phillips Electrical Works, Limited, have decided to erect a large industry in the city of Brockville, at a point mutually agreed upon, in consideration of which the city has agreed to give the industry access to both Canadian Pacific and Canadian National lines, the site chosen being along the line of the Canadian National Railway leading to Westport at the western portion

of the city. The Canadian National runs for some distance just south of Church street before reaching the lands of the Phillips Company, and the Canadian Pacific Railway have asked for permission to construct a line from their road just south of Pearl street closely paralleling the Canadian National and running for about 1,000 feet along Church street.

At the hearing, Mr. Crombie, representing the Canadian National Railways, suggested that the Canadian Pacific Railway use their right-of-way, in consideration of which the Canadian Pacific Railway was to give to the Canadian National Railway a right-of-way to the harbour front and also access to certain industries on the Canadian Pacific Railway tracks. Considerable correspondence followed by representatives of the different companies, and, as I view it, the only question which we have to decide is whether the application of the Canadian Pacific Railway to construct a new line through the City of Brockville should be granted or whether running rights should be ordered over the Canadian National.

It seems to me that section 193 of the Railway Act, especially with the new clauses 4 and 5 added thereto in 1919, was designed to meet just such a condition as now under discussion. Prior to the recent amendments, section 193 provided that a portion of one company's right-of-way, tracks, terminals, stations, or station grounds, etc., might be used by another company, subject always to the approval of the Board first being obtained. It then provided the necessary procedure for obtaining the right, subject, of course, to compensation to be fixed by the Board in case the parties failed to agree among themselves.

Subsections (4) and (5) of section 193, however, as added by Parliament in 1919, read as follows:—

> " (4) Where the proposed location of any new railway is close to or in the neighbourhood of an existing railway, and the Board is of opinion that it is undesirable in the public interest to have the two separate rights of way in such vicinity, the Board may, when it deems proper, upon the application of any company, municipality or person interested, or of its own motion, order that the company constructing such new railway shall take the proceedings provided for in subsection (1) of this section to such extent as the Board deems necessary in order to avoid having such separate rights-of-way.
>
> " (5) The Board, in any case where it deems it in the public interest to avoid the construction of one or more new railways close to or in the neighbourhood of an existing railway, or to avoid the construction of two or more new railways close to or in the neighbourhood of each other, may, on the application of any company, municipality or person interested, or of its own motion, make such order or direction for the joint or common use, or construction and use, by the companies owning, constructing or operating such railways, of one right-of-way, with such number of tracks, and such terminals, stations, and other facilities and such arrangements respecting them, as may be deemed necessary or desirable."

It is my opinion that Parliament has placed upon this Board some responsibility to see that new roads are not unnecessarily constructed. The Canadian National road in question is a branch line running to Westport, upon which the traffic is very, very slight, and there is no prospect of a great increase for many years to come. There is, therefore, ample physical accommodation for both roads, and, in my opinion, the Canadian Pacific Railway should be compelled to use the existing Canadian National line upon terms to be mutually agreed upon by the respective parties, in case they fail to agree, then to be settled by the Board.

It also developed at the hearing that the Canadian Pacific Railway Company was willing to exchange joint running rights between the Canadian National and themselves, they agreeing to give the Canadian National access over their belt or loop line from the point of connection with their line to the Grand Trunk station, a distance of about half a mile, in exchange for their being allowed to operate over the Canadian National line to the industry herein described. This proposal seems to have been lost in the discussion and has not again been referred to even in the correspondence, the whole question centering around the granting of running rights over the Canadian Pacific Railway to the waterfront and industries.

Therefore, the application as made should be dismissed, but an order should issue directing the Canadian Pacific Railway Company to use the line of the Canadian National from a point on the plan filed south of Pearl street, marked in red, to the Eugene Phillips property, and that the Canadian National Railways be directed to allow such user; if the parties fail to agree upon the terms within one month from date, then the same to be settled by the Board, upon application by either party or by the city of Brockville, which is an interested party by reason of its contract with the Eugene Phillips Company and should at any time in the future the Canadian National require running rights over the Canadian Pacific Railway from the junction to the Grand Trunk Railway as above mentioned, they are to have the same under like conditions as herein provided for the user of the Canadian Northern Railway line by the Canadian Pacific Railway.

APPLICATION OF C.P.R. CO. *in re* COMPANY'S PROPOSED LINE LANGDON NORTH (ACME TO EMPRESS) BRANCH

Judgment of Chief Commissioner, February 2, 1922, concurred in by Commissioners Rutherford and Lawrence. Assented to by Assistant Chief Commissioner under separate Judgment February 6, 1922.

This application is one on behalf of the Canadian Pacific Railway Company asking for a connection with the Canadian National Railways tracks at Drumheller, in the province of Alberta. The application is resisted by the Canadian National Railways very strongly on the ground that the Drumheller coal fields are industries naturally belonging to that company, they having spent many millions of dollars to put themselves in a position to handle the business, and allege that they are able to give service to all points generally to which Drumheller coal is distributed.

The Canadian Pacific Railway Company rely upon precedents created by this Board in granting transfer facilities, such as the London Case, 6 C.R.C., 327; the Calgary Case, file No. 10921.95; and the Ottawa Case, all of which lay down very broad principles in granting these transfers, but I am more impressed by what has taken place publicly and by negotiation between the parties during the past three years than by the principles heretofore enunciated by the Board.

The question of an entrance into the Drumheller coal field by the Canadian Pacific Railway Company was settled by Parliament when a charter was granted giving them that right. An agreement was then made with the Canadian National Railways and this Board providing for the construction of a joint line of thirty miles in length east of Rosedale, and the Board, only a short time ago, approved the location asked for by the Canadian Pacific Railway on the north side of the Red Deer river. The Canadian Pacific Railway now claim that, temporarily, they wish to use a connection already in existence on the south side of the river by which they can carry on business for the present north and west, but not to the east, until the original scheme is carried into effect.

The principle which I think should settle the action of the Board in this matter would be what would the Board do should the Canadian Pacific Railway construct its line along the north bank of the Red Deer river and the joint section from Rosedale to Bull Pond and thence to its eastern connection? Would the Board grant transfer facilities or not under these conditions? I think it would—in fact, I fail to see how we could do otherwise, and, therefore, as the Canadian Pacific Railway Company is now into Drumheller, under these conditions, I fail to see how we could refuse to grant the physical connection, and, therefore, an Order should issue granting the application.

McLean, Assistant Chief Commissioner:

The reasons for judgment of the Chief Commissioner make the matter turn, in the main, on the intention of Parliament as evidenced in legislation. I approach the matter from a somewhat different standpoint. My opinion, in the past has been, as expressed in various cases, that the primary question is what, if any, additional necessary services will be afforded to the public by the granting of interchange facilities.

In the *London interchange Case, G.T.R. Co. vs. C.P.R. Co. and City of London, 6 Can. Ry. Cas., 327, at p. 331,* the late Chief Commissioner Killam said:—

> "The provisions of the Railway Act which require railway companies thus to interchange traffic to connecting points are introduced, not for the purpose of benefiting one railway company at the expense of another, but solely in the interest of the public."

It has seemed to me that where there is no real complaint of inadequacy of service by the railway already in place, or allegation that additional places would be served by means of an interchange track, the argument for installation of interchange facilities is a weak one. In the present instance, the evidence as adduced by the Canadian Pacific Railway Company at Calgary in support of the application was, if the matter is to be looked at from the standpoint of this particular evidence and independent of matters of general principle established in decisions of the Board, exceedingly weak and inconclusive.

Mr. Jesse Gouge, a coal operator in the Drumheller field, who appeared on behalf of the application and who was the main witness of the Canadian Pacific Railway, when questioned was unable to point to any unsatisfactory service in respect of forwarding movements by the Canadian National from Drumheller. On the contrary, he very frankly stated that a great improvement had taken place in that service and that it was quite satisfactory. Further, he was unable, when questioned, to refer to any additional areas which would be served by means of the interchange track and which were not at present served by the Canadian National.

In the hearing at Ottawa, evidence was adduced showing that there was some additional territory that would be served.

When the matter was spoken to at Winnipeg, details were put in by various parties regarding delays in transit over the Canadian National lines, and similar information had already been put in at Regina. The essence of this complaint was that there were delays in transit and that these would be lessened, if not obviated, if additional means of carriage were available.

I am not satisfied that an analysis of the data submitted in respect of the Canadian National movements shows, all things being considered, that there was unreasonable delay in transit.

I might, if it were worth while, analyse in detail statements made in telegrams filed with the Board on behalf of the respective contentions of the Canadian Pacific Railway Company and of the Canadian National, and thereby

draw the attention of the railways to the worthlessness of such material by way of evidence and statements in rebuttal. Telegrams are as easy to obtain as signatures to petitions. A marked degree of broadmindedness was shown by some of those telegraphing, as telegrams were received from them in the first instance supporting the Canadian Pacific position, and subsequently telegrams were received from them supporting the Canadian National position.

So far as the evidence was submitted, there was nothing, to my mind, to show that the Canadian National was not adequately handling the situation at present.

In connection with a number of interchange cases in which I have participated, I have expressed the opinion that the company upon whose line, including private sidings tributary thereto, traffic is loaded, should be entitled to the line haul and to the privilege of effecting the required delivery on the line of the other company by means of interswitching at destination. See my dissenting opinion in the *Ottawa Case, File 18023.*

In the *Brantford Case*—interchange connection tracks between the Lake Erie and Northern and T.H. and B, and the Lake Erie and Northern and Grand Trunk Railway, *File 6713.120*, a similar recommendation was adopted by the Board. A similar provision was also put in the *Belleville-Interchange Order.* When the Interswitching order was later revised, the practice of placing such limitation in the order was given up.

I refer to this simply as bearing on the position which would seem to me to be proper, viz., that the important criterion in connection with determining whether interchange facilities should or should not be granted was whether the existing railway was unable to grant adequate facilities.

As pointed out in the majority decision in the *Ottawa Case:*—

> "Perhaps it should be stated that transfer tracks are not ordered merely because some railway asks for them. Neither railway is entitled to them as a right in itself. The property and advantages of one railway should not be interfered with for the mere benefit of another. Public interest, economy of movement to the shipper and convenience must be established."

I am compelled, however, to say that the trend of the judgments in regard to interchange facilities has been steadily away from the factor which I have considered as the main criterion, and whatever my personal view may be, I am, of necessity, bound by the decisions of the Board.

There have been a considerable number of cases in regard to interchange facilities; and it seems to me that the principle which has gradually become more manifest in connection with such applications is that where there are such physical conditions as lend themselves to interchange and there is at the same time a reasonable amount of traffic concerned, the order should be allowed.

In the application of the Western Terminal Elevator Company, Limited, *File 22317.16*, in which judgment was rendered on June 7, 1921, the Chief Commissioner in his judgment referred to the question as to whether or not an industry which is well served by one railway should be allowed the same privilege from another and competing railway; and continued, that without laying down any principle to be followed in all cases, he was of opinion that the Board would not be justified in the present instance in refusing any elevator at the head of the lakes a right to connect, at its own expense, with any railway entering that territory.

If this judgment were taken by itself, it might be argued that the peculiar facts of the traffic in grain at the head of the lakes, as referred to in the judgment, does create a condition differentiating it from conditions arising where the facts were dissimilar.

In the application of the Municipal Council of the town of St. Jérome, Quebec, for an order directing the establishment of an interchange track between the Canadian Pacific Railway and the Canadian National Railways, within or near the limits of the town—*File 6713.180*, in which judgment was rendered on October 12, 1921, the Chief Commissioner, in giving decision that the order should be granted, expressed the opinion that while there was not the same demand from the public standpoint in the present case as in the Western Terminal Elevator Company's case, there was little difference of principle, and that the public should have some rights in deciding how its traffic should be routed.

Exactly the same principle was involved, in a smaller way so far as the Canadian National is concerned, as in the Drumheller case. The Canadian National opposed the application for the establishment of an interchange track on the ground that so long as it was able to deliver goods originating on its lines there was no justification for providing facilities to have them diverted. The Canadian Pacific Railway Company opposed the application on the ground of expense. The applicant urged that the facility was in the public interest, claiming that when coal arrived by the Canadian Pacific Railway it had to be carted one-half mile or more to the industries. It also contended that large quantities of hay and farm produce for the north country had to be carted from car to car at St. Jérome.

The decision in the *St. Jérome Case* goes very far. As the latest in a line of greatly broadening attitude in respect of the grounds on which interchange tracks should be granted, it is especially significant.

Constrained by the positions which have been developed under the judgments, I assent in the present case.

APPLICATIONS OF DEPARTMENT OF LANDS, FORESTS AND MINES, NORTHERN DEVELOPMENT BRANCH, ONTARIO, IN *re* CROSSINGS, DISTRICT OF KENORA, CANADIAN PACIFIC RAILWAY

Judgment of Assistant Chief Commissioner, February 6, 1922, concurred in by Commissioner Rutherford.

The crossings concerned are approximately 218 and 220 miles respectively west of Fort William; one being located in the township of Eton, and the other in the township of Aubrey.

The survey of the township of Eton was made in the year 1896, instructions for the survey having been issued on June 18, 1896. The survey was completed in September, 1896. The survey of the township of Aubrey was made in the year 1897, under instructions dated July 8, 1897.

The applications while concerned with particular instances turn upon a question of general principle. The matter involved is whether the applicant has such legal rights as to establish its seniority.

In *Ontario Department of Public Works vs. Canadian Pacific Ry. Co., 24 Can. Ry. Cas., 231* (the township of Kirkpatrick Case), there was before the Board an application directing that a highway crossing over the Canadian Pacific Railway Company be ordered, at the expense as to construction and maintenance of the railway.

As indicated, in the judgment in question, there was before the Board the question of the proper construction of section 2 of the Provincial Act 59 Victoria, chapter 11, in relation to the Order in Council of August 6, 1866, the material

portion of which is set out in the reasons for judgment of the Chief Commissioner in the case above referred to. The section in question provided that:—

> "2. Such transfer shall be deemed to be subject to any agreement, lease or conveyance affecting the same made by the Government of Ontario before the passing of this Act, as well as to the limitations and conditions, if any, in the Order in Council making the transfer, and the Order in Council shall not be deemed to have conveyed or to convey the gold or silver mines in the lands transferred, or to affect or prejudice the rights of the public with respect to common and public highways existing at the date thereof, within the limits of the lands hereby intended to be conveyed."

In this case, the railway contended that the right-of-way was the absolute property of the company. The province of Ontario, through its Department of Public Works, claimed that the company's title was subject to highway reservations as yet unexhausted. The judgment of the Chief Commissioner read the section of the Provincial Act, already referred to, as referring to the rights the public possessed under any declaration or Order in Council made by an authority competent to create or reserve them, and which continued to exist at the time the Act was passed.

The decision in question was appealed to the Supreme Court. The railway contends, in effect, as is later pointed out, that on a proper construction the judgment of the Supreme Court will uphold the contention of the railway. As to the facts involved, reference may be made to the decision of the Chief Commissioner and of the Assistant Chief Commissioner at pp. 231, 235, and pp. 235-238 respectively.

The argument of counsel for the railway sets out that in the case stated to the Supreme Court there was the following finding:—

> "Upon its appearing that no highway was laid out across the said railway before the title to its right-of-way was acquired under the said Order in Council, and upon its appearing that the company's title was under the terms of the said Order in Council dated October 31, 1901, made expressly subject to the conditions and limitations contained in section 2 of the said Provincial Act."

Counsel sets out that this is nothing more than a finding, and refers to the statement of counsel for the Department of Lands and Forests that there was no evidence offered to prove that there were no highways between Sudbury and Sault Ste. Marie. The statement of counsel for the Department of Lands and Forests is set out later.

Counsel for the railway said "Our contention is that the Supreme Court misinterpreted the finding of facts of the Board."

Counsel in paraphrasing the language of the Chief Justice says:—

> "He says that if the language of the Statute had been slightly transposed: he has in view his finding that there were no highways from Callander to the boundary, and then he says that to give it any meaning at all he has to transpose it and it would read: Shall not be deemed to effect or prejudice the rights of the public existing at the date thereof with respect to common or public highways."

The argument of counsel is, in effect, that if the Chief Justice had not been constrained by the language of the finding of the Board the majority decision of the court would have been in support of the construction the railway argued for; and it is, therefore, argued that the Board is free to act untrammelled by

the judgment of the Supreme Court. It would follow, then, that if the judgment in question may be treated as non-existent that the board is in a position to deal with the matter *de novo*. Counsel's language in this connection puts the matter in a summary way:—

> ". . . . . if I assume that the Board in dealing with this question now does not go back to its former judgment, but it goes back to the interpretation of this clause of the Supreme Court, I would urge this that if I can show that the Supreme Court was misled or misinterpreted the facts upon which their finding was made that then we are entitled to ask and the Board is free to act untrammelled by that judgment at all."

The submission of counsel for the department is:—

> "The real question at issue is the matter of who should bear the expense, and that is determined by seniority. I understand the rule of the Board is that the expense shall be borne by the party junior in right. In this case, the question would be, Has the province the seniority of right of the crossing for highway purposes? And if it should be determined by your Board that they have such a seniority of right, that then the expenditure should be borne by the railway. That I understand is the question.
>
> "Now, as to that we have the decision of this Board in the Kirkpatrick case. The Assistant Chief Commissioner will be quite familiar with the evidence and the facts that were before the Board in that case. The judgment is the judgment of the three Commissioners, and the findings of the Chief Commissioner and the Assistant Chief Commissioner at that time are based upon the right of the province and not upon any question whatever as to whether there had been any crossings between, say, Sudbury and the Soo at that time. It is purely a question as to whether the Order in Council by its terms and the proper application of it gave a priority of right to the province for a crossing, and the five per cent reservation applied for that purpose.
>
> "Neither in the report of the findings and decisions of either of those two Commissioners was there any suggestion that there had been no crossings upon that railway between Sudbury and the Soo, and I take it that there was no evidence adduced in connection with that at all. I am informed that the province put in no evidence in regard to that. That being so, we have the expressions of opinion of the Commissioners, and I refer particularly to the Judgment of the Assistant Chief Commissioner in Volume 7 of your own Judgments, at page 206. And, also, at page 211, the Judgment of the Chief Commissioner. I submit that the finding and opinion of the two Commissioners was good law."

If the argument that the Board is "free to act untrammelled" by the judgment of the Supreme Court is acceded to, then it appears to me that the question arises, what was covered by the Board's own decision?

The fact may be noted that the dissenting opinion, written by me, turned entirely on a question of construction, and was in no way dependent on a particular state of facts. Textual analysis of the judgment will substantiate this. I approach, with some hesitancy—because I differed—the consideration of what is set out in the majority decision. A textual analysis of the decision of the Chief Commissioner which, under the Railway Act, section 12, subsection 2, is conclusive on a point of law, shows, in my opinion, that the legal positions therein set out and accepted as the majority decision are, as the matter appeals to me, expressed without any qualification based on particular facts.

The Chief Commissioner held that the Order in Council still stood. In dealing with the question of the highway rights involved, the following language was used:—

"Apart, however, from the matter of considerations, the Order in Council of 1866 still stood. It was unrepealed. The grounds on which that Order was passed still largely obtained. The country was still sparsely settled; and, to the extent at least that Crown lands in the district covered by the order were generally patented, the 5 per cent rservation would doubtless have been made.

"The Order in Council of 1901 does not deal with that of 1866 one way or the other, but a direct limitation of the company's title is made by section 2 of the Act already set out.

"It is urged on the one hand that the limitation there made refers only to existing highways. If this reading of the Act be right, the highway in question being new, the municipality must pay the cost of the crossing construction.

"The contention of the province is that the Act should be read as protecting and continuing the existing rights of the public with respect to common and public highways.

"In this connection, the use of the words 'the public' is not happy. It would undoubtedly have been better if the rights were defined as those of the Government or of the municipality, as doubtless roads are laid out and otherwise dealt with through these agencies. The use of the words 'the public' supports the contention that the right of reservation was the right of the public to use existing highways.

"Recognizing, however, these difficulties, I am, nevertheless, of the opinion that the company's title ought to be construed as subject to a reservation of existing rights.

"I am of the opinion that the Act and Orders in Council should be construed as reserving the public right of highways, but conveying an absolute title in all respects.

"Highways may exist in law that have never been laid out or in any way improved. The right of the public to use the highway, that is, to travel on it, and the highway itself, may be non-existent, except in the case of the highway on paper, although a highway as a matter of law exists.

"I would, therefore, read the section as referring to the rights the public possessed under any declaration or Order in Council made by an authority competent to create or reserve them and which continued to exist at the time the Act was passed.

"The Order in Council of 1866 was passed by a competent authority and was unrepealed in 1901."

C.P.R. Co. v. Ontario Dept. of Public Works, 24 Can. Ry. Cas., pp. 234, 235

As I have said, I approach the analysis of the majority judgment with some hesitancy. I dissented therefrom. My colleagues who wrote the decisions from which I dissented are no longer members of the Board. It is not for me to endeavour to look into their minds at the time their judgments were prepared other than is indicated in the words of their judgments; and I am not in a position to say that if the matter were being gone into anew they would now accept the construction of the law which is set out in the dissenting opinion.

Under these circumstances, in so far as the facts involved in the present application are on all fours, I am of opinion that the decision of the Board in the *Township of Kirkpatrick Case applies.*

It is contended by counsel for the railway that even if the decision in the *Township of Kirkpatrick Case* stands, the Order in Council of 1866 is not applicable to the territory involved in the present application.

Reference has already been made to section 2 of the Provincial Act, 59 Victoria, chapter 11. There is on the files of the Board, submitted in connection with the present case, a certified copy of a letter dated May 31, 1897, and written by Messrs. Scott and Scott, the solicitors, at Ottawa, of the Canadian Pacific Railway Company, to Aubrey White, Esq., Assistant Commissioner of Crown Lands, Toronto. The letter reads as follows:—

> " Pursuant to chapter 11, 59 Victoria, we beg to apply on behalf of the Canadian Pacific Railway for patents for the land at present occupied by the railway from Fort William to the western boundary as appears upon plans of the completed railway filed in your department bearing the certificate of the Deputy Minister of Railways. As the Act requires application to be made to the Dominion Government, the Deputy Minister of Railways has promised us to write to you making the necessary application that patents for the land in question be granted to the railway company. We would be much obliged if you would give this matter your prompt attention and let us know if anything further is required in order that patents may issue to the company."

As indicated, the points concerned are located west of Fort William. These points are located within the boundaries of the province of Ontario as dealt with in the Imperial Statute of 1889, 52-53 Victoria, chapter 28. The boundaries so established relate back to the conditions as they were not only at the date of Confederation but also to what they are at the date of the Order in Council.

As is set out in the decision in the *Township of Kirkpatrick Case,* the Order in Council of August 6, 1866, deals with the surveying of the lands on the "northerly shore of lakes Huron and Superior," the 5 per cent reservation being related thereto.

C.P.R. vs. Ont. Dept. of Public Works, 24 Can. Ry. Cas., 231, at p. 232.

The word "northerly" is admittedly a word of somewhat inexact meaning. Counsel for the railway says:—

> " Now the two crossings in question are probably about 200 miles west of Fort William. They cannot by any stretch of the imagination be considered as on the northerly shores of lakes Huron and Superior, and I would contend that the Order in Council of 1866 cannot in any event apply to them."

In another connection, counsel says:

> " .....my second contention was.....that in any event the Order in Council was limited by its terms to the lands north of lake Huron and lake Superior."

Referring to the second extract, the word "north" is, I take it, used advisedly, and if the Order in Council so read the definition would be much more exact.

In the proceedings in connection with the determination of the Ontario boundary, much turned upon the definition of the word "northward." In the course of the argument before the Privy Council, Christopher Robinson, Q.C., counsel for the Dominion of Canada, cited authority bearing on the proposition that the word "northward" taken by itself means the north, if there is nothing to alter or change that direction. He also cited authority bearing on the use,

in a particular case, of "northerly" as meaning due north (see the argument before the Privy Council "In the matter of the boundary between the provinces of Ontario and Manitoba in the Dominion of Canada; between the province of Ontario, of the one part, and the province of Manitoba, of the other part," at p. 345). In the argument of Hon. Oliver Mowat, before the arbitrators who reported in 1878, the contention, as bearing on the western boundary of Upper Canada, was advanced that "northward" does not mean due north, and that "northward" may mean any northerly direction; either due north or towards the northwest or northeast. The argument is contained in the documents contained in the reference to the Privy Council, 1883.

The finding of the arbitrators in 1878 upheld generally the construction urged by the province of Ontario, through its counsel, including as a necessary consequence the construction placed upon the word "northward."

The Imperial Order in Council of August 11, 1884, in referring to the award of the arbitrators, found "so much of the boundary lines laid down by that award as relate to the territory now in dispute between the province of Ontario and the province of Manitoba to be substantially correct and in accordance with the conclusions which their Lordships have drawn from the evidence laid before them."

Inferentially, the construction placed upon the word "northward" by the province of Ontario is approved. Without being too rigid in expression, it would appear that the definition so accepted is of some use in endeavouring to ascertain the meaning of a somewhat similar word, which is admittedly somewhat ill-defined in scope.

The Century Dictionary and Cyclopedia defines "northerly" as pertaining to or being in or toward the north; northern. Murray's Oxford Dictionary defines "northerly," to the northward; towards the north or the north side. Anderson's Dictionary of Law states that north is not synonymous with northerly or northwardly.

" Northerly " as used in the Order in Council of 1866, in my opinion, does not mean simply the " north " shore. The word " northerly," which is admittedly of wide scope, covers northwest as well; that is, if there is the attribute, so to speak, of " northness " to the direction, it may be bound up with other points of the compass as to direction. It, therefore, seems to me that " northerly shore of lake Superior " carries with it the applicability of the Order in Council in a north-westerly direction, and that it is applicable to the territory herein involved.

At the hearing, there was set out the practice which had been followed in respect of the 5 per cent reservation; and a considered statement was made as to the practice applying in the territory herein involved.

The considered position as to the practice is set out in the presentation by Counsel for the Department of Lands and Forests. The citations are from volume 363 of the evidence:—

> " Mr. TITUS: However, in the surveys in the northern part of the province, it was simply laid out in townships.
>
> "Mr. FLINTOFT: Were the lots 210 or 200 acres?
>
> " Mr. TITUS: They were 320 acres.
>
> * * * * * *
>
> " Mr. FLINTOFT: In granting a patent of these 320-acre lots, did the patent in fact cover 320 acres or 352 acres?
>
> " Mr. TITUS: The patent is for the full size of the lot, reserving five per cent for road purposes." (p. 8248)

* * * * * *

"Mr. TITUS: The fact I am anxious to show that the township of Eton has been surveyed without the laying out of roads, and with a reservation of five per cent for road purposes.

"Mr. FLINTOFT: I do not know anything about that at all. I know how the plan is.

"Mr. TITUS: The plan shows that.

"Mr. FLINTOFT: It shows it is laid out at 320-acre lots.

"Mr. TITUS: And without any roads laid out.

"Mr. FLINTOFT: Without any roads certainly, but I don't know whether it was contemplated that there would be a five per cent reservation when they would be patented or not.

"Mr. TITUS: I thought that was a necessary inference; if you lay it without any roads, and there is an Order in Council providing that there shall be a five per cent reservation, that it necessarily follows.

"Mr. FLINTOFT: It depends on whether the Order in Council applies.

* * * * * *

"Mr. TITUS: That is all I need say with reference to that; that is, that the survey shows that there has been no laying out of roads.

"Mr. FLINTOFT: Yes, I can agree with that. This is the Government plan of the township of Eton." (pp. 8249-8250)

Again, in referring to the instructions issued to the Ontario land surveyors in connection with the survey of the township of Eton, Mr. Titus said, at pp. 8251-2:—

"....Then we have the report showing how it was laid out according to that plan; that is, without any road allowances being surveyed...."

It is contended, however, by counsel for the railway, that the fact that the railway holds the land herein involved under a patent of March 29, 1904, has significance. In the case of the township of Kirkpatrick, the patent was of different date. It is contended that the title west of Fort William does not depend on the Ontario Act of 1896. The line from Fort William west to the Manitoba boundary was built by the Dominion Government under the legislation of 1874. The Public Works Act of 1867 and the amending Acts thereof are referred to as being the authority under which the Government was acting for the expropriation of the lands. The patent of March 29, 1904, conveyed to the Canadian Pacific Railway Company the railway between "the town plot of Fort William and the province of Manitoba and certain parcels of land set out and described in the patent". It is set out:—

"Our contention, then, is shortly on this point that the Dominion Government appropriated this land under its powers for the purpose of this public work. They agreed to convey that land to the Canadian Pacific Railway Company. They have done so by this patent. Legally, we are not required to know anything about what they did to get that land....we say we are in possession under the proceedings indicated and that having that in view we do not depend for our title to this portion of the right of way or the Act of the Legislature at all, although in terms, I admit, that the Act of the Legislature provided for the vesting in the Dominion of the lands required for the right of way of the Canadian Pacific from Callandar west to the Manitoba boundary." (Evid., Vol. 363, pp. 8268-8270).

The railway referred to the negotiations which had taken place between the Dominion and the province as to the lands involved. The railway submitted

a plan referred to as being signed by a Mr. Peterson on the 12th February, 1897, and filed in the Department of Railway and Canals on March 5, 1897. This map was referred to as having been prepared by the Departmental officers of the province of Ontario, and the indication, as shown thereon, of crossings at various points is referred to by counsel as the measure of what the Act of 1896 called for, viz., the reservation of common and public highways, existing at that time.

It does not appear to me that the plan has the conclusive effect which is attributed to it.

Having in mind the situation that led up to the settlement of the boundary disputes and the title of the province to the lands in the area involved, it seems to me that notwithstanding the argument of counsel the transfer of the lands to the Dominion was under the Provincial Act 59, Victoria, chapter 11, and that the Canadian Pacific took from the Dominion with the existing obligations attaching thereto.

Under the legislation of 1896, the lands transferable to the Dominion, in order to enable it to fulfil its obligations to the Canadian Pacific in respect of roadbed, station, station grounds and other purposes of the said railway, included an extent from "Calander Station" to "the western boundary of the province of Ontario near Rat Portage."

The land transferred from Fort William west, which is herein involved, is, in my opinion, subject to the provisions of section 2 of the legislation of 1896 as to "the rights of the public with respect to common and public highways existing at the date hereof, within the limits of the lands hereby intended to be conveyed;" and the provisions of the Order in Council of 1866 I, also, hold are applicable. For the reasons already stated, it appears that under the decision in *The township of Kirkpatrick Case* the reservation under the Act of 1896 refers "to the rights of the public possessed under any declaration or Order in Council made by an authority competent to create or reserve them and which continued to exist at the time the Act was passed."

The specific applications have stood pending decision as to the matter of rights in respect of seniority. The application on *file 30870* was objected to by the railway in the following terms, as set out in the communication on file:—

> "It appears that the location of the crossing asked for is 8 feet deep on a 2° 30″ curve. Trains in either direction could not be seen until those in the highway would be almost on the track. There is a private crossing a few hundred feet west of the point at which the proposed crossing is sought, and while the visibility is better than at the proposed crossing, even there it is by no means satisfactory. If a road diversion were made to reach this private crossing it would have to be made over privately owned property.
>
> "Our officials are of the opinion that the application should not be granted."

The Board's Division Engineer who made an inspection of the matter before the hearing advised as follows:—

> "On going into the question of the proposed crossing on the line of the road allowance, or concession line, I find at the point of crossing that the cutting is not more than between 5 and 6 feet.
>
> "Teams approaching from the north on the roadway can see the tops of approaching trains, in both directions, for a distance of at least eight or nine pole lengths. Teams approaching from the south can see trains approaching from the west for a long distance, but the view of

approaching trains from the east is not quite so good, but trains can be readily seen from this direction at a distance from the track of about 75 feet.

"On going into the question of a diversion for the road crossing near this point, I find that the diversion would have to be made a long distance off the Concession line, and the view of approaching trains would not be much improved. The crossing referred to right at mile 73 is a private crossing and is being used at present. The view of approaching trains coming from the west is not good at that crossing, but, of course, trains can be seen for a long distance approaching from the east.

"On going into the matter carefully, I am of the opinion that the application of the Department of Lands and Forests for the proposed crossing should be granted. I would, however, recommend that a few scattered trees be cut down on the southeast side of the approach to the crossing."

This report was concurred in by the Board's Chief Engineer.

I am of opinion that order should go in terms of this recommendation.

The application which is on file 28140 is for an overhead crossing. This matter was brought up in the first instance in 1917 on the application of Sam Stephenson, of Oxdrift, Ont., the application being for a public crossing.

The Canadian Pacific Railway Company in its answer stated that at the point in question the company's tracks pass through a cutting 8 feet deep, and that the view approaching this crossing will not be good. It is stated, further, that the company's local officials suggest, if a crossing is to be put in, it should be put in at a point 200 yards west where the view in either direction will be good.

An inspection was made by the Board's Assistant Engineer and his report was sent to the Minister of Public Works of Ontario under date of December 18, 1917, the Government being the body with authority to make the application. Copy was also sent to the railway.

The recommendation of the Board's Assistant Engineer, as contained in his report of December 11, 1917, is as follows:—

"On taking up the question of putting in a crossing across the main line tracks of the Canadian Pacific Railway on the concession line between lots 6 and 7, I am not in favour of it, as the crossing comes through the centre of about a 9-foot cut, which would be a very dangerous crossing on account of the view being shut off from trains approaching from a westerly direction on the north or eastbound track. I might here say that a crossing anywhere in this vicinity is a dangerous proposition on account of the almost incessant traffic that takes place in the fall and part of the winter every year; there being a train in one direction or the other at this time less than every twenty minutes. Therefore, it is necessary to locate the proposed crossing in the best possible place, in order that passing teams may get a good view to approaching trains.

"The railway company's suggestion is to divert the proposed crossing to the west for a distance of six or seven hundred feet, where there is no doubt a plain view could be got of passing trains, but this is not desirable as it increases the length of the road fourteen or fifteen hundred feet that teams would have to travel; it would also necessitate passing over a very bad muskeg, which would be an expensive proposition to build a road and keep it up.

"An overhead bridge was thought of, but this is out of the question on acount of cost; the supporting ground not being nearly high enough and not sufficient traffic to warrant the cost of the erection of an overhead bridge.

"On going into the question carefully and having in mind the danger to passing teams, of putting in a crossing in this vicinity, I would recommend the following: The crossing to be installed fifty feet to the east of the centre line of the concession line. This will bring the crossing just to the east of the cut, or at the mouth of the cut. By installing the crossing at this point, trains coming from the east can be easily seen on both sides of the crossing for a distance of nine pole lengths. A team approaching the crossing on the road from the south can get a good view of trains approaching from the west on the north track; the great danger being for teams approaching the crossing from the north getting a view of train approaching from the west on the north or eastbound track."

On consideration of the Assistant Engineer's report by the railway, exception was taken by it. The Deputy Minister of Public Works of Ontario, under date of April 3, 1918, stated that, on consideration, it appeared that there was no great demand for a crossing at the point in question; and that, further, from the report of the Assistant Engineer it appeared that there would be considerable expense involved in making the crossing a fairly safe one; and the opinion was expressed that the conditions did not warrant such expenditure at the present time either by the railway company, the Ontario Government, or the local parties.

The application as launched in 1921 applies for an overhead crossing.

At the hearing in Toronto, counsel for the Department of Public Works stated (Vol. 363, p. 8254) that his clients were now prepared to accept the recommendation as made in the Assistant Engineer's report of 1917. He said that if the place had been much travelled it might have been contended there should be an overhead crossing. He admitted, however, that it was not much travelled, and that a level crossing, under the conditions as recommended by the Assistant Engineer of the Board, would be a reasonable proposition. Order may go accordingly.

APPLICATION OF BELL TELEPHONE COMPANY OF CANADA FOR INCREASE IN TELEPHONE TOLLS.

Judgment of Commissioner Boyce, February 7, 1922, concurred in by Deputy Chief Commissioner and Commissioner Lawrence. Dissenting Judgments of Chief Commissioner and Asst. Chief Commissioner, February 9, 1922.

The application of the company is in the following form:—

"On July 23, 1921, the Bell Telephone Company of Canada applied to the Board of Railway Commissioners, for an order, under Section 375 of the Railway Act 1919, 9-10 George V, chapter 68, authorizing the undermentioned increases in telephone tolls which is presently authorized to charge, which application is summarized as follows:—

"1st. That the rates authorized do not produce sufficient revenue to meet its dividend requirements and therefore do not carry out the intent of the judgment and Order rendered by the Board in April last.

"2nd. That it has found it impossible to obtain the new money required to enable it to extend its facilities, owing to inadequate earnings.

"3rd. That it has approximately 16,000 applications for service which it cannot supply owing to general shortage of equipment. And

"4th. That unless large capital outlays are immediately arranged for, the shortage of equipment will become so serious and so prolonged that the public will be seriously handicapped through inability to obtain telephone service."

There is then submitted, for the approval of tl is Board, a general tariff of rates for exchange service involving substantial increases in telephone tolls extending over the whole of the exchange area. The increases vary from 2 per cent to 95 per cent, and would, on the whole average, perhaps, 20 per cent. The percentage increase resulting from tl e proposed tariff is not the immediate and important factor in deciding as to whether it is such a just and reasonable tariff as, under the Railway Act, should be approved by this Board, having regard to the conditions *and service* to which it is proposed to apply it.

No changes are proposed to be made for rural service, long distance service, service connection charge, or any other charges, for which the tariffs are on file with this Board, other than those mentioned in the application.

The reasons submitted tl roughout the hearing, in support of the application for the approval of the tariff are, generally, those appearing in the application itself.

The onus of establishing the fairness, justice, and reasonableness of such a tariff, as is offered for approval of the Board, must rest upon the company proposing it. Beyond the fact that it is stated, on behalf of the company, that by means of the proposed new tariff, which the Board is asked to sanction, the company will be able to derive sufficient additional money from subscribers to meet an alleged deficit in operation, I am unable to find in the evidence, any specific or cogent reasons for the particular tariff changes proposed.

Before dealing further with the proposed tariffs it may be useful to consider this proposal in relation to the history of previous applications for increases in rates made to the Board by the company in recent years.

The first general application, by this company, for increased tolls, came before the Board in 1918, and after a lengthy hearing resulted in a judgment of the Board, dated April 24, 1919, providing for a 10 per cent increase in exchange rates, a revised increase in long distance service, service connection charges, removals, etc., as set forth in the Board's Order of May 13, 1919. That application was based entirely upon emergency conditions resulting from the war, and in consequence of the sharp advances in operating costs. The Board authorized the percentage increase in exchange business as a temporary and emergency measure, retained control of the case with the expressed understanding that revision of the emergency tolls, so authorized, should take place when the emergency conditions justifying them had ceased to exist.

By a subsequent application, made in 1920, the telephone company represented to the Board that the cost of labour and materials, incident to the operation of its business, had continued to advance rapidly since the issuance of Order No. 264, and it was stated that as a result the increased rates allowed upon the previous application had proved insufficient to provide for the applicants' requirements. The company, in that application, proposed some changes in the tariff, but notably a substantial change as affecting five of the largest cities within the telephone area, by the introduction of the measured rate system. That application, like the former one, was treated as one of emergency, and after a careful and exhaustive hearing by the Board it was decided, by its judgment, dated April 1, 1921, that temporary relief as against this emergency should be granted in the form of an increase of 10 per cent in the then existing exchange rates. The application of the company, as to tl e measured service, was disallowed, it being found that there was no evidence to support it. The tariff involving increases for long distance and service connection charges was approved, and an increase of 10 per cent in the tariff of rates for exchange service and charges for miscellaneous equipment and service was allowed. The company stated early in the hearing of that case that it had fallen short of earning dividend since May 1920 by $2,788,000. Tl is statement is confirmed by Mr. Sise in his evidence (volume 378, p. 15624), but, in arriving at the amount of the

deficit to be dealt with by the judgment, the Board found that the amount of same was in round figures $1,000,000, or, to be exact, $949,867. The accounts taken were upon actual and projected revenues, from May 1920 to May 1921.

In disposing of the application and in delivering the judgment of the Board, the Assistant Chief Commissioner said (section XV):—

> "On the whole, after consideration of the different factors, I am of the opinion that the matter must be treated as one of emergency, and therefore, for *temporary relief* only."

Before order was made upon the judgment above mentioned, further representations being made by the telephone company, representing an improper basis of computation in reaching the necessary amount required by the company to meet the emergency condition complained of, the amount of the temporary emergency increase of ten per cent was increased to 12 per cent, and General Order No. 338, dated April 13, 1921, was issued, authorizing the above mentioned increase, and declaring that the increases thereby allowed should *"be regarded as a temporary measure, to meet an existing emergency situation;"* the applicant company being thereby required to file monthly reports, with such further special reports, if any, as may, from time to time, be called for by the Board.

The city of Toronto appealed, under the appropriate clauses of the Railway Act, to the Governor in Council against the above judgment, upon specific grounds, alleging error by the Board in dealing with the depreciation reserve fund of the telephone company. This appeal was argued, on the 14th day of June, 1921, and judgment was reserved, and, while the said appeal was under consideration by the Privy Council of Canada, the present application was launched.

The appeal to the Privy Council was not disposed of, but was referred to this Board for disposition along with the present application.

The letter, dated July 23, 1921, which is referred to in, and is the basis of this application, alleges that the judgment of the Board of April has not been productive of sufficient revenue to enable the company to provide for its operating requirements, and that letter based upon a consideration of earnings for May and June, which the company represented had resulted in a large deficit, asked that the order granting the 12 per cent increase be so amended that rates will be authorized which would produce a revenue resulting in net earnings of 10 per cent on the company's issued capital. It is stated in that letter, by the company, that the company's estimate as to the increase required in exchange revenue, in order to place the company in the position of obtaining sufficient additional capital to maintain additional service, and provide for plant additions, should be increased by $1,357,500. In, and by this informal application, of July 23, the Board was asked to permit a further percentage increase in order to provide the amount required. This, the Board declined to do, upon the representations then before it, and the formal application now before the Board to approve a new tariff of exchange rates—not a percentage increase of those then and now in force—resulted in and is, the application now to be dealt with and disposed of upon the evidence before us.

The company proceeded, immediately after the last judgment—that of April 12, 1921—to enter the market for additional money by increasing its capital stock by $5,725,000, and offering this in April and May (the first circular filed is dated in April, 1921) at par. Indifferent success was met with—probably due to unfavourable market conditions at the time of offering.

The letter of July 23, quotes a statement from a financial firm with whom negotiations had been opened as regards this stock, as follows:—

> "The undersigned syndicate feel that owing to the condition of your company's earnings and the unsatisfactory attitude of the Board of Railway Commissioners, that a satisfactory sale of your common stock could not be accomplished, unless your Directors can assure us that such operating economies can be effected or increased revenues obtained so that the present 8 per cent dividend on your stock can be maintained."

It is a subject of passing comment, perhaps, that this letter was not quoted originally, in its entirety. It was partially quoted originally to support the view that the Board's judgment of April 1 was so unsatisfactory that it had prevented the company from financing its requirements thereupon. The concluding paragraphs, however, obtained upon cross-examination of Mr. Sise, read as follows:—

> "Q. Why did you not read the rest of the letters?
> "A. What is that?
> "Q. The letter continues: However, if your company wishes to continue its construction programme this syndicate would favourably consider the purchase of an issue of seven per cent bonds maturing April 1, 1925, 25 per cent payable as to principal and interest".....
> "A. I only read an extract.
> "Q. The last paragraph of the letter reads: As pointed out to you by Sir Charles Gordon yesterday, this syndicate would like to be of every service to your company and glad to consider any plan your executive committee might suggest."

This offer was never followed up by the company. The efforts of the company to finance did not impress me as having been very insistent and thorough. The balance of the issue not subscribed by its shareholders was not offered to the public. A prominent financial broker gave evidence at a previous hearing that the common stock of the company was a good investment—but though the company was aware of this statement, by a responsible man, that firm, at least, was never approached on the subject of underwriting. The impression on my mind, from the evidence, as to these alleged disappointments in financing was that as disappointment might possibly justify an immediate return to the Board, for a further increase in rates, it could be borne with serenity as being notwithout its compensations.

The suggestions in the broker's letter, above quoted, as to operating economies by the company increasing the prospects of financing, seem to have been acted upon tardily, and after this application was launched, Mr. Sise referring to this subject (Vol. 378 p.p. 508 *et seq*) says—that instructions as to operating economies, given in July became effective only in October and November. Mr. Scott, general superintendent of traffic of the company, in his evidence refers to the economies in number of employees, as follows:—

> "I reduced my staff in August by about 100 employees.
> "Mr. Osler: In August?—A. Yes, I reduced my staff in August by about 100 employees. I reduced the staff in September by a further 200 and in October by a still further 200, roughly, 500 employees, the reduction being obtained at the expense of loading our remaining employees of the company. That reflects in the costs of September and October.
> "Commissioner Boyce: Reduce the cost.—A. It reflects in the cost?

"Q. Substantial reductions?—A. Absolutely.

"Commissioner Boyce: Why did you not start in April?—A. You will have to ask the executive."

These economies would not be reflected in the company's accounts until two—perhaps three months later—and if persisted in systematically, though with due regard to maintaining efficiency of service, would, from that time forward, be more marked in their effect on the finances of the company.

The application, now before the Board, was launched before these economies were entered upon. The economies were substantial and did not begin to reflect themselves in the accounts until a period of some two months later; yet, without waiting even to commence any economies (such as by later action has been demonstrated to be possible), this application is pressed upon the Board's consideration.

Let us see the results of these economies as they gradually became effective, as shown in the company's statements of operating costs so far issued:

Operating Expenses—May to December (incl.), 1921, as compared with same months in 1920.

	1921	1920	Increase	Decrease
	$ cts.	$ cts.	$ cts.	$ cts.
May	854,871 57	771,777 97	83,093 60	
June	821,634 89	769,196 19	52,438 70	
July	826,801 61	821,747 36	5,054 25	
August	819,323 41	823,202 71		3,879 30
September	774,465 36	823,076 22		48,610 86
October	760,794 73	858,848 32		98,053 59
November	750,534 61	823,159 84		72,625 23
December	777,440 00	817,963 00		40,523 00
	6,385,866 00	6,508,971 61	140,586 55	263,691 98

The statement is illuminating. Commencing from August last, the month after the application for the new schedule of increased rates was launched, it will be seen that as a result of economies ordered in July, the operating expenses began to decline, and as a result of five months' operation a decrease of $263,691.98 was effected. I think it is fair to presume that what results, in this respect, were possible during these months were possible—at the option of the company—for many months preceding this period. The evidence shows that the economies ordered in July did not become effective until October and November. Leaving out August, therefore, as a negative month so far as results of economies ordered the preceding month were concerned, the decrease in operating costs effected in the four months of September to December inclusive, was $259,812.68—or a monthly average of $64,953.17—or, projected for a year—$779,438.04—or an amount about equal to the annual bond interest. Had these economies been practiced by the company before, instead of after, the proposition to the underwriting firm, their answer would doubtless have been different. In the light of results, as illustrated, the strictures in their letter as to "the unsatisfactory attitude of the Board of Railway Commissioners" are hardly justified. Their broad hint as to economies in operation is more in point, as evidenced by results when, at last, those economies were instituted.

The conclusion I arrive at on the above facts is that the telephone company did not, before launching this application, so readjust its business, and institute proper and reasonable economies as would in their result have shown that the temporary increase granted in April was sufficient to enable it to carry on without any further increase until a stable rate schedule could be prepared for approval of the Board.

The present application is not an emergency application. There is no emergency, nor any emergency condition to be dealt with. Whatever emergency there was in 1919, or prior to April, 1921, which justified a temporary emergency increase by this Board, is now passed. Commercial conditions everywhere, and the statements of the company's business, indicate that; and the best evidence that the present application should not be so dealt with is shown in the admissions by counsel for the company on the argument before the Privy Council, as regards the last application, above referred to, in the following language:—

> "Mr. Osler: And, my learned friend from the City of Toronto, objected to dealing with the matter in a comprehensive way, and pressed upon the Board, against our protest, that the matter should be dealt with on the evidence that this was an emergency in consequence of the high level of prices and the extraordinary financial conditions, and that the matter should be dealt with on the basis of a pure emergency. Now, we object to that; we said that two years ago one might have thought there was a temporary emergency."

And, in further explaining reason to Privy Council for the last application, Mr. Osler then stated:—

> "The company considered that when it was bringing the matter before the Board, it should recast its rate schedules. The history of the company's rate schedules was that of a sporadic growth. When it was first incorporated there was no controlling body vested with authority to control the rates which were charged. The result was, rates were made in some places in competition, in some cases under agreement with the public bodies, and in other cases they simply established what they thought to be a fair rate, having regard to the then existing development. The result of that was that some years ago the Act was amended. One of the company's Acts of Incorporation provided that the company should not increase its rates without the consent of the Governor in Council. No application was made. The country continued to grow at varying rates, and when we came to make the application that was made this year we found a rate schedule that was not a scientific rate schedule."

And in this case Mr. Osler says (Vol. 380 p. 18524):—

> "Commissioner Boyce: Then notwithstanding the two increases which you have received of 10 per cent and 12 per cent, 22 per cent, you will say you are face to face with an emergency condition such as you pointed out on those two applications.
>
> "Mr. Osler: We said on the former applications that we thought the rates should be put upon a permanent basis, we could not see that this was a merely temporary emergency. The Board dealt with it otherwise."

I am, therefore of opinion, that this application must be dealt with according to the form in which it is presented for consideration, namely as an application for approval of a new tariff of rates and not as a temporary emergency application. To treat it as such would be to perpetuate a pure fiction. What is now before us is a new tariff of rates upon a higher scale, and which would provide large additional revenues. In opening his argument before the Board, upon this application, Mr. Osler, counsel for the company, so states it:—

> "Mr. Osler: May it please the Board. Our application is for the approval of the rates set out in our printed application, with a view to

securing for the company sufficient additional revenue to make good the amount which the Board intended that we should get by its judgment of the 1st April, 1921."

As pointed out in the judgment of the Board, of May 8, 1919, the company's tariffs in force at the present time are not in touch with existing conditions and exhibit inequalities and some discriminations, and shew on their face that certain districts and cities are paying more than others, under substantially similar conditions. In his judgment, in 1919, (25, C.R.C. p. 6), the Assistant Chief Commissioner quotes from the interim judgment of the then Chief Commissioner as follows:—

"In my opinion, should it be found necessary to increase the company's rates, they should be increased subject to the Board's further order and to the further provision, in the meantime, that such data be collected and valuations made as will enable a proper telephone rate to be determined when conditions are ascertained to be constant."

And, in the judgment of last April, the Assistant Chief Commissioner says, respecting the grouping of rates then proposed (and now continued):—

"The general regrouping which had been put forward is tied up to the general percentage of rate increases which the company desires to put in force. Whether or not the groups in general are on a proper basis, I am, in the absence of evidence unable to say. Some of the increases, large as they are, may possibly be justified by facts. An increase of 72 per cent on the business rate in Windsor, of 74 per cent at St. Thomas, of 45 per cent in group 4, covering such places as Brantford, Sarnia, Galt, and Sault Ste. Marie; of 52 per cent in group 5, in places such as Barrie, Lindsay, North Bay, and Orillia, of from 30 to 63 per cent in group 6, and of 50 per cent in group 7, may be justified. But the increases are very heavy, and, still more important, there is no evidence submitted to shew just why these increases in individual cases are justified."

The telephone company having had sufficient time, according to their own admission, since emergency conditions ceased, now brings such a tariff for the approval of the Board. The onus of shewing that such a tariff is a suitable one and meets the various conditions of traffic, with which it is presumed to deal in its operation, lies upon the company, and I would find, as a fact upon the evidence that, the company has not discharged that onus with regard to the present proposed tariff and has not produced any satisfactory evidence to this Board that the proposed tariffs are such as would be suitable, just, and reasonable, for the telephone service mentioned, in the various areas referred to. The same inequalities and discriminations appearing in former tariffs in the same places, (with the exception of Montreal and Toronto), and commented upon in the judgment of this Board, and admitted by the company, appear in these tariffs. There seems to have been no effort in the making of them to adjust the rates in any scientific way to the value of the telephone service to the subscriber, having regard to the population of the telephone area, the number of stations, or the cost of the service therein. The proposed rate increases, over the present rate in these places, serve to accentuate the inequitable and obsolescent features of the existing rate. The grouping of towns, under various rates, is not brought about upon any satisfactory basis as to meeting modern conditions relatively to the number of stations and population and value of service, and the rates quoted are out of line. There is no dispute about this.

As I stated above, no attempt was made at the hearing to explain or amplify, or dealt with in detail, the various rates involved. This was commented upon in the argument:—

> "Commissioner Boyce: Who prepared this statement?
> "Mr. Sise: Mr. Paul McFarlane.
> "Commissioner Boyce: And you are asking to put it in force? The evidence is all in, and there has not been a witness called to support any item in the statement."

The Board is asked to adopt them as a whole, and thereby to perpetuate the inequalities referred to. There are discriminations in the tariff proposed—e.g. in the city of London there is a business individual rate specially for physicians, dentists, veterinary surgeons, and nurses, 20 per cent less than the ordinary business individual telephone. This rate seems to be confined to the classes mentioned, only in the city of London, and is not extended to any other place. I quote this only as an example of discrimination, which doubtless, upon a close examination can be found to extend, in other respects, to other places. It would be impossible, in my opinion, for the Board to accede to the request of the company to approve this tariff. In my opinion it is neither just, nor reasonable, and is not suitable to present conditions in the various areas and ought not to be allowed by this Board. In defining what is just and reasonable, I would refer to the principles applicable to advances in rates, and the substance of which involves two propositions, viz:—

1. Whether is is *reasonable*, having regard to cost and value of service; and as compared with rates on other commodities.
2. Whether it is reasonable in the absolute, regarded as a tax upon the people who ultimately pay transportation charges.

Re Freight Rates—9 I.C.C., Rep. 382.

Crews v. Richmond and D.R.W. Co. 1 I.C. Rep. 703.

I think the proposed tariff is open to the objectionable features of both the principles stated above, viz: I cannot, on what is before the Board in evidence, find that it is reasonable from the company's requirements, and I find upon the evidence that it would be neither just nor reasonable, from the point of view of the people, who are called upon to pay the proposed rates.

It remains to consider, as to whether the proposed tariff of the company, being unsuitable and being rejected, this Board should be called upon, upon this application, to provide (*a*) a new tariff suitable to existing conditions, and eliminating all the objections which I have generally pointed out to the old tariff; or, (*b*) provide a percentage increase upon the present exchange rates, in order to enable the company to obtain additional revenue to meet its requirements. I will deal with these in the order mentioned in relation to the statements of the company in and upon which it bases its application to the Board.

(*a*) It is not one of the functions of this Board to initiate a tariff for this or any telephone, or railway company. Its duty, generally, is to examine and pass upon, approve, or reject, tariffs proposed, having regard to whether, in the opinion of the Board, such are just and reasonable, having due regard to the principles mentioned. True, the Board has the power to reject, or amend a tariff, or direct another, but no duty is cast upon the Board to mould one suitable to various conditions and areas of traffic, dependent upon a multitude of conditions, as to which the Board has no evidence before it. The onus is upon the company to furnish this evidence, and it is not, so far, before us.

In his judgment, in the telephone company's application in 1919 (25 C.R.C. p. 26), the Assistant Chief Commissioner says:—

> "But where a regulative tribunal's jurisdiction comes, as it always has done, after the development of a rate situation, the function of that tribunal is to regulate, not to initiate. If the law povided that a regulative tribunal should be an organization initiating rates, the situation would be different. So long as the existing law of Canada stands as it is, it seems to me that more important than the scientific basis is the question of how the rate works."

I therefore find that, there is not before the Board evidence, material, or data, sufficient to enable it, if it were so disposed, and if it were a proper case so to do, to reconstruct, amend, or alter, the present tariff offered for approval, or, to initiate a tariff providing rates in substitution for that now proposed, and which, I think, should be rejected, and that, in the circumstances, the Board should refuse to direct a substantive tariff.

(b) I am of opinion that no temporary percentage increase is necessary, or desirable. Such should only be granted to meet an emergency, and, in the view I take, there is no emergency. Mr. Osler, the company's counsel, expressed the same view before the Privy Council and on this application. It is highly desirable that all the company's tariffs of tolls should now be re-cast. To grant a percentage increase upon the present ones would accentuate and aggravate present existing inexactitudes, discriminations, and inequalities. The company's position is such that during the time necessary to prepare the necessary data and information upon which to frame tariffs, suitable to present traffic, it is not imperilling its credit. It claimed at the opening of this application that it has a deficit of over $2,000,000. I cannot so find. A liberal computation of the company's requirements, drawn from the maze of figures presented to us, and with projections on a basis most favourable to the company, would give the following estimated result on the months, May to December, submitted.—

	For eight months period	Projected for twelve months on same basis
	$	$
Exchange revenue	9,221,010	13,831,515
Toll revenue	3,671,857	5,507,785
Total telegraph revenue	12,892,867	19,339,300
Total telegraph expenses	11,002,929	16,504,394
Total net earnings	1,992,533	2,989,299
Interest	794,241	1,191,361
Dividends	1,279,110	1,918,665

SUMMARY

Total net earnings		$2,989,299
Deduct interest	$1,191,361	
Deduct dividends	1,918,665	
		3,110,026
Deficit		$120,727
Surplus 2%, $1,918,665		479,666
Total Deficit		$600,393

Any tariff to be subsequently submitted for approval should be constructed upon the basis of these requirements, subject to further reductions therein, as the economies produce better results, so that the people may get the full benefit thereof.

With the continuation of the economies instituted since this application was brought before the Board, the company stand in no danger on account of this

deficit. It alleges that it must finance some 19,000 extensions. I think that it can do so now, in its present position, as easily, if not easier, than it has financed similar or greater extensions during the past forty years of its history of expansion, under circumstances to which I shall presently refer.

No nice or exact computation of the company's requirements is necessary, in my opinion, to the disposition of the present application. For upwards of two years it has been aware of the urgent necessity for a suitable tariff. It has had knowledge of the obsolescence and inequalities of the present one. It has not seen fit, to put before the Board, for approval, such a tariff as will suit conditions of its traffic to-day, and it, during the time in which it is engaged in the preparation of such, it is obliged to finance, as it has done for over 30 years, without coming to this Board for means to meet its necessities there will be less hardship and injustice thereby entailed than by seeking to impose by another percentage increase, or by a manifestly unsuitable and unequal tariff, an additional burden on its subscribers. It has large reserves, its plant should be 80 to 90 per cent efficient, as its replacement reserves are in excess in percentage of what according to high authority is considered safe.

Reference to the company's history and progress will show that there is neither emergency, nor crisis, in the company's position.

Up to the year 1902 this company could not increase its tolls. Whatever developments it made of its business—whatever its financial requirements were to meet the expansion and extension of business—to provide increased plant, and generally to provide for a growing business, extending over a wide field, the company had to provide for, irrespective of, and without recourse to rate increases. Although since 1902 it had the power, subject to control, to increase its rates, and since 1906 has been subject to the Railway Act, no application for general increase in rates was made by the company until August 1918, and that application was based upon emergency conditions caused by the war. Notwithstanding this fact, and all through the period of development of the telephone utility by the company, when its practical use was not generally known or accepted, and when the credit of the company was not so great, and its activities in many ways were circumscribed by active competition, the company shews that very great growth, expansion and development took place without taxing its subscribers by increase of tolls. The statement (Exhibit 15), filed by the company is interesting as illustrative of what was accomplished without increase of rates:—

Date	End of Year — Subscribers' Stations	Capital Stock Issued	Total Assets (excluding Cash and Receivables)	Net Earnings	% Net Earning to Total Assets
		$	$	$	%
1880	2,100	377,600	373,333	*11,053	2·9
1855	10,200	1,200,000	1,527,503	166,332	10·8
1890	20,437	1,494,000	2,822,581	179,855	6·3
1895	30,908	3,168,000	4,765,644	326,660	6·8
1900	40,094	5,000,000	7,498,762	436,680	5·8
1905	82,351	8,604,840	14,062,605	1,004,898	7·1
1910	138,370	12,500,000	22,541,382	1,729,576	7·6
1915	242,784	18,000,000	39,789,807	2,221,985	5·6
1916	261,899	18,000,000	42,312,159	2,469,243	5·8
1917	284,261	18,000,000	46,022,325	2,534,071	5·5
1918	303,205	18,000,000	49,682,311	2,104,688	4·2
1919	337,476	22,336,300	55,252,935	2,153,324	3·9
1920	376,361	22,657,000	62,050,089	881,523	1·4

* Net earnings are before providing for interest charges which amounted to $913,483 in 1920.

In view of the insistent contention, pressed upon the Board in each one of the three applications, dealt with by the Board in the last three years, that the extensions of the company's business necessarily involved increased tolls, the above statement furnishes, I think, conclusive evidence of the fact that (*a*) during the years 1880 to 1900—when it had no power to increase rates—it financed successfully over 38,000 extensions; (*b*) from 1900 to 1905 (the period in which the Act of 1902 came into force) it financed over 42,000 extensions, and (*c*) from 1905 to 1917 over 206,910 extensions, or an average of 16,825 extensions per annum, without taxing the public therefor by general rate increase. And, during that period, as the statement shews, it stabilized its credit in the financial world by prudent and economic management, and increased its assets from $373,222 to $46,022,325. The application in 1918 for increase was made, dealt with and granted as a temporary and emergency measure pure and simple, due to sharp increases in cost of labour, materials and money, and the added difficulty of financing in a much disturbed money market. The same conditions justified as a temporary emergency measure the relief granted upon the application of 1919. The conditions imposed by this Board in granting both those emergency increases (1919 and 1921) clearly shew that it never was in contemplation that what was permitted as a temporary and emergency measure, in each case, should become crystallized into fixed rates, as it now seems the company would regard those applications by now filing a tariff for this Board's approval, based upon the rates as twice increased for the temporary emergency reasons mentioned, and with proposed substantial increases thereto.

It is of importance to note in connection with the financial history and large expansion of the company's business, as above referred to, the argument of counsel for the company to the effect that as extensions of the company's business take place and new money is required to meet and provide for those extensions, there must, of necessity, be an increase in the tolls to finance and maintain that expansion. I quote from the argument—Vol. 380, p. 18512 *et seq*:—

> "That is a physical condition which must be met. I do not know how it can be suggested, I have never heard it suggested, that that physical condition can be overcome without an increasing cost per subscriber served. That is a very rough statement, the more you go into it in detail the more it is confirmed, and the larger the figures apparently become, but I say that is a rough statement to demonstrate the condition and the reason for the fact that as the number of subscribers served increases so the cost goes up, not once or twice but many times the cost of serving the original subscribers."
>
> "Commissioner Boyce: It must necessarily follow then that as the system is extended an increase in the charge to the original subscribers must necessarily follow.
>
> "Mr. Osler: I suppose so.
>
> "Commissioner Boyce: Well that is the effect of your argument, the capital investment for extension must always be laid upon the present subscribers, they must pay the carrying charges of that investment."
>
> "Mr. Osler: Absolutely; the legislation to which I have referred is a statutory requirement, and that is why I referred specifically to the legislation, it does not merely require us to give service to those of the public whom we wish to serve, or the public in any particular area, but it requires us to serve any resident of this country who, being in an area in general served by the telephone company, desires that service.
>
> "Commissioner Boyce: And another logical result of that argument must necessarily be that telephone rates can never come down, they must always go up.

"Mr. OSLER: I think that probably is a result; I do not wish to raise this question, but unless you reach a point where the service is paid for as and when taken; that is a measured service, the message rate."

The fact—combating above argument—apparent from the history of the company's development as before set out, Counsel endeavours to explain in the following language—Vol. 380 p. 18513:—

"Commissioner BOYCE: Well irrespective of the figures, in the long space of time from 1880 until the first application for an increase of rates that was the condition of things, you were extending and extending at an enormous rate without an increase of charges.

"Mr. OSLER: There were several things that contributed to that, one being the progress of the art, that had some effect. Another thing was our business had been soundly managed, and our credit was of the very best, we were able to finance very cheaply. Another thing, the business did not expand anything like as rapidly in the earlier years as it has recently."

The explanation just quoted is answered by a glance at the table of figures quoted above and furnished by the company. From 1910 to 1915 subscribers stations increased from 138,370 to 242,784, an average of 20,882 per year. From 1915 to 1917 they increased from 242,784 to 284,261—an average of 13,825 per year. In 1917-18 there is shewn an increase of 18,944 stations, and the first emergency application was based upon the operations of those years. The argument that on account of sound management and good credit the company was able to finance cheaply in the earlier days of the expansion of the business, is hardly a convincing one. I did not hear it suggested that in the later years the management of the company's business was not equally sound, nor that its credit was impaired. One would more naturally conclude that sound management and good credit during earlier years would, with the enormous expansion shewn, be productive of better stability in the company's financial position, and, save for the emergent conditions to meet which relief has been twice afforded, ought to be enhanced rather than depreciated by such expansion, if the good qualities referred to have continued, as it is not denied.

If Mr. Osler's arguments that rates must necessarily increase as extensions of the company's business become necessary were now to be adopted, this Board's functions as to approving proposed increases in telephone tolls would be purely mechanical, and the fact that the company's counsel contends for such a principle, when asking for rate increases, gives, in my opinion, at least some added force to the conclusion that no further increases in tolls should be approved, upon the basis of extensions needed, except such as would be involved in a new schedule suitable to traffic as it is to-day, and in other respects just and reasonable, having regard to the value of telephone service and the recognized factors of rate making, and free from the inequalities, discriminations and inconsistencies which characterize the proposed schedule, and all of which must be removed as soon as possible.

I would, therefore, dispose of the reasons alleged in support of the application, as stated in the application, by the following findings:—

1. That the company's estimate of $1,357,500 as its additional requirements, is erroneous and excessive. That the maximum amount required to implement the requisite revenue, to meet all the company's requirements, was $600,393, and that, in my opinion, had economies effecting in five months, decreases of $263,691.98 in operating expenses, been earlier introduced, as was possible, the requirements would, substantially, have been met.

2. (*a*) That it does not appear that the company made extensive, thorough and adequate effort in the direction of obtaining new money required to finance its requirements. That in so far as the net earnings, at that time, fell short of requirements, they could have been substantially implemented by more speedily inaugurating the economies in operating costs subsequently enforced, as suggested by the financial brokers to whom the company made application for such new money. That with the increased operating revenue, and decreased operating expenses, shewn in the company's statements, and with the substantial and adequate reserves it had accumulated, and with the economies subsequently demonstrated as possible, the company's credit was, and is ample, for the purposes of financing temporary financial requirements, to cover extensions and new business, and—

(*b*) There was, for the reasons shewn, and upon the facts, no justification for the abandonment of the effort to obtain the new money required, nor for the application to this Board, at this time, upon the basis of a tariff quite out of line with the company's traffic, and unsuitable thereto, for permission to tax its present subscribers for the money required to finance the cost of such extensions of its business.

3. In addition to above reasons, in so far as they are applicable to the third reason stated in the application, and as regards the financing of the requisite money to provide for the alleged pending 16,000 applications for telephones, no evidence has been given, and no reasons given to justify the conclusion that this Board must increase rates of present subscribers to enable the company to provide money necessary for expansions of business, and in the absence of the acceptance of such a principle (which has not been asserted during 37 years of enormous expansion) no ground for relief, on this account is shewn.

4. Covered by conclusions 1, 2, and 3, and

There being no evidence to justify the tariff of rates, now offered for approval, but on the contrary, such tariff being, admittedly out of line, discriminatory and objectionable for the several reasons shewn, approval of the tariff submitted must be refused.

The functions of the Board do not extend to initiating tariffs, and, if they did, there is no evidence data, or material, before the Board, upon which a suitable tariff could be constructed.

No emergency condition exists, and no grounds are shewn which would justify any temporary or emergency increase in rates.

The application must be refused.

Order will go accordingly.

THE CHIEF COMMISSIONER:

By a judgment of this Board, dated the 1st day of April, 1921, written by the Assistant Chief Commissioner and concurred in by Commissioners Boyce and Nantel, a certain increase was given in the rates and tolls to be charged by the Bell Telephone Company, which, in their judgment, after careful consideration, should have placed the company in a position to pay operation and maintenance charges, 4 per cent reserve for depreciation, an 8 per cent dividend, and 2 per cent surplus. An Order was issued thereon, effective the 1st day of May last. On the 23rd day of July, the company came back to the Board, stating that the result of the operation under the Order would not furnish sufficient funds to provide for the requirements therein set forth, and asked that a further increase be granted, not a percentage increase, but that the Board authorize a certain scale of rates set forth in the application, which,

they contended, would produce the necessary funds, remove certain discriminations, and place the general tariff on a more equitable basis than existed at the present time.

The Board has on many occasions laid down the principle that, as a public utility corporation can only charge the tolls or rates which the Board allows them to do, we, therefore, should give them sufficient rates to produce certain results, always assuming that the utility is efficiently and economically operated, and the principle, so far as the Bell Telephone Company is concerned, was enunciated by the judgment hereinbefore referred to.

If the company has been and is now being efficiently and economically operated, and there is no evidence to the contrary, then the questions to be decided are (1) Will the company receive sufficient money under the rates now granted them to produce the financial results hereinbefore referred to? and (2) If not, then how much is required to make up the deficiency and how should it be provided?

Various computations were made by the company and counsel representing the city of Toronto as to the result of a year's operation under the existing tariff, and, in view of the decision of the majority of the Board, it is unnecessary that I should go into any lengthy discussion of the precise method by which the actual year's results may be ascertained; but we now have the monthly statements from May to December, both inclusive, giving us the result of eight months' operation under the present tariff, and I find from the computation worked out by the Assistant Chief Commissioner that, by projecting the result for eight months to a twelve month period, the company will be $600,000 short of the requirements as set forth in the judgment. If we take the last seven months, the deficit will be about $513,020; the last six months, a deficit of $779,000, the last three months, a deficit of $1,006,000; and the last two months, a deficit of $500,000.

These results have all been obtained by excluding the Federal Income Tax as an operating expense. Considerable argument has taken place, but, as the Board had formerly decided that this item should not be considered an expense, I make no further reference thereto but, in my calculations, have excluded it.

It, therefore, seems to me that I am safe in concluding that the company at the end of twelve months under the present tariff will be at least $600,000 short of the amount required under the principles laid down in the former judgment.

The company claim that they have applications for more than 19,000 phones in the provinces of Quebec and Ontario which they are unable to fill on account of lack of the necessary funds, and stated that, in the month of May last, they attempted to raise $5,700,000 by the disposal of common stock, all of which was offered to their shareholders at par. About 67 per cent was taken up, one-half of this amount by the American Telegraph and Telephone Company, and they have been unable since that date to dispose of any large quantity, thus leaving something over $2,000,000 still undisposed of, and they contend that, unless the revenues are such that the investor has a reasonable guarantee of the payment of dividends, they will be unable to raise any large amount of money by this method.

It was stated at the hearing that a certain amount could have been raised on 7 per cent bonds payable in 1925, and considerable criticism has been launched against the company for failing to adopt that method of raising the necessary funds. In my opinion, the company is the proper judge as to the method of financing to be adopted. It is always contended that there should be some relationship between the amount of bonds and stock outstanding in any such utility. As all the existing bond issue of the Bell Telephone Com-

pany matures in 1925, it is, therefore, quite evident that bonds could not be issued for a longer period, and the company contends it would be an improper method of financing to attempt to float short term bonds only to increase the amount which they must provide three years hence, whereas, if they could sell stock, there is no repayment period and it is simply a question of payment of dividends.

While not deciding which is the proper method, I think things of this kind can be well left to the people who have put their own money into the venture and who know more about it than those who have not had that experience. It is very clearly evident that the investing public will not subscribe to the common stock of any company unless they see a reasonable prospect of dividends being earned continuously, and, therefore, when the net income of a utility such as the Bell Telephone Company falls below the requirements set forth by this Board less than a year ago, I am not surprised that their stock issue has been a partial failure.

While this Board has no control over the wages paid by any company to its employees, yet I think we not only are justified but are practically compelled to take these matters into consideration in deciding whether or not in our judgment the company is economically managed, and, therefore, when the Bell Telephone Company applied to the Board in July last, my first act was to demand from them a complete statement of the number of their employees, the services rendered, and the wages paid to each. This I have examined very closely—in fact, it was only on the general assumption that these wages were reasonable that I consented to hearing the application. At the hearing, on a number of occasions I specifically asked the counsel representing the province of Ontario, the city of Toronto, the city of Montreal, the Board of Trade of the city of Toronto, the city of Hamilton, the city of Ottawa, and all other counsel engaged in the case to state whether or not in their judgment the wages were higher than they should have been and wherein, if at all, they could be reduced. With the exception of Mr. Bullen, counsel for the Board of Trade of Toronto, they were all practically silent, excepting the representative of the Attorney General of Ontario, who thought there could be some reduction made in the salaries of the higher officials. The counsel for the city of Ottawa thought the amounts paid the higher officials were entirely reasonable and there should be no reduction therein, and had very little fault to find with the general scale of wages. The remainder refused to express any opinion whatever, and this after being repeatedly invited to do so, as I stated to them very plainly the object which I had in view.

Not receiving any assistance from the counsel other than as above indicated, I am, therefore, compelled to exercise my own judgment, and, in doing so, with a few exceptions, I am unable to see where under present conditions any important reductions can be made. If we take the Executive Department for the year 1921, we find the total salaries paid amounted to $142,992, and, if for the same period we take the Executive, Accounting, Financial, and Legal Departments altogether, we find the total amount is $330,000. Therefore, if very generous reductions were made in these salaries, it would play a very small part in making up the deficit hereinbefore referred to.

As to the other employees, by far the greater amount, in fact around $6,000,000 annually, consists of the wages of telephone operators, mostly female, and the total cost of operation, outside of maintenance, amounts to $9,545,000. The total cost of maintenance, including material as well as labour, amounts to $3,665,000, and while not wishing to lay down any positive instructions, yet, in my opinion, there could be some saving in a number of the employees in this particular branch of the work; but, if there is to be any serious reduction in the cost of operating the plant, it must come out of the employees who are

actually operating it, and I do not think the wages which they are receiving, especially the thousands of girls and women employed as operators, are such that they should be called upon to make further sacrifices under present living conditions.

It was stated by the company that, beginning in the month of August, they commenced to retrench (1) by refusing further increases in salary to their operators and staff generally, who usually reached the maximum in four years, on the ground that economies must be practised and, as practically all their old employees were remaining with the company, they found a much higher percentage of these employees than usual enjoying the third and fourth year salaries; and, (2) by discharging every person possible and still maintaining the efficiency of the plant, the result being that, within three months, 500 employees were laid off, and it was stated by Mr. Scott that he believed they had reached the limit, even intimating that they might be compelled to somewhat increase the staff in the near future.

It was argued and has been stated that the deficit above referred to will be made up by the reductions already referred to. My answer to that, however, is that, during the months of October, November, and December, all of these economies have been in operation and yet I find they fell behind for these three months an amount which extended for one year would amount to $1,000,000, and, for the months of November and December, under the same conditions and extensions, the deficit amounts to $500,000. It seems to me this pretty effectually answers that contention.

If, therefore, the net revenue for the year should be at least $600,000 more than it will be under present conditions and as required by the former judgment of the Board, this amount can only be produced by reducing the wages of the operators and other employees as hereinbefore set forth or by increasing the rates sufficiently to produce that amount of money, which would be a little less than 5 per cent of the exchange revenue. I prefer the latter course, and think an order should issue increasing the rates sufficiently to produce an additional $600,000 per year.

In view of the decision of the majority of the Board, it is unnecessary to enter into any statement as to how I would raise this particular amount of money, excepting to state that there are a number of places in the territory covered by the Bell Telephone Company in which the rates are abnormally low, based upon any well recognized standard of telephone rate making, and I think these should be brought up somewhere near to the position which they should occupy. In other words, I would readjust the rates rather than give a percentage increase, and, if the rates as set forth in the application did not meet my views as to what would be proper under all the circumstances, it would be a very easy matter to change them, because, this Board has absolute power to fix and authorize any rates which to it may seem reasonable. I would, therefore, think an order should issue granting an increase to produce $600,000 per year.

McLean, Assistant Chief Commissioner:

The matter of telephone tolls charged by the Bell Telephone Company of Canada has already involved two hearings and two decisions. In each of the former hearings, the application has been dealt with as an emergency matter. In order to appreciate the setting of the present application and its relation to the former applications, a summary analysis of the conclusions arrived at in the former decisions seems essential.

In the present application, the company sets out that the rates authorized do not produce sufficient revenue to meet its dividend requirements and, therefore,

do not carry out the intent of the judgment and order rendered by the Board on April 1, 1921. It is, in addition, set out that because of this condition it is impossible to obtain the additional money necessary to finance essential additions to facilities; and, as pointed out in the reasons for judgment of Commissioner Boyce, reference is made to the large number of applications for service which the company alleges it is unable to meet because of lack of equipment and lack of money necessary to obtain such equipment.

It does not appear to be necessary to enter into the alleged consequences of the revenues obtained by the company being deficient as measured by the standards which the Board has set out in its judgments. It is apparent that if the company is unable, under existing rates, with prudent management, to meet the charges which the Board has found reasonable, it follows that there is no surplus of revenue which would be, so to speak, an insurance fund in connection with the issuance of new bonds and stocks. Without labouring the point, it is obvious that additional issues of stocks and bonds will not be acceptable to the investor, simply because there are assets in the plant. He is concerned with live funds furnishing the revenue out of which dividends or interest will be paid. The attitude of mind of the investor has to be taken as it is; and if he does not find such surplus of revenue over and above meeting necessary and proper charges of the company, under prudent management, it follows that he will be unwilling to invest. But, as already indicated, it does not appear necessary to go into this phase of the mater in any great detail because the whole matter, to my mind, goes back to what the Board has decided in the former cases, and the pertinency of the findings there made in connection with the present case. If the findings there made have by efflux of time lost their virtue, then they have no bearing on the present case and it is to be treated as a substantive application. If, however, the principles laid down in the former cases, in whole or in part, apply, weight must be given to them. The increases made were dependent upon certain conditions; and the question has to be faced, do the conditional arrangements still exist?

In the judgment rendered on April 1, 1921, the dividend rate was not treated as an emergency rate, nor was it so regarded by the expert witnesses appearing in support of those who opposed the application of the Bell Telephone Company. As stated in the judgment, "Exception to the rate of 8 per cent as being reasonable was not taken by the experts called on behalf of those opposing the application; on the contrary the evidence was that this was a reasonable rate."

In the cross-examination by Mr. Phippen of Mr. McKenzie, who appeared as the finacial expert supporting the criticisms of the proposed increase as voiced by the City of Toronto, discussion took place as to the rate of dividend. Vol. 352, pp. 1152, 1153, in response to a question by Mr. Phippen, Mr. McKenzie said that the company had been very well managed and its properties and its credit well conserved. He was of the opinion that it had been reasonable in the distribution of its profits. He considered the 8 per cent dividend a reasonable one, and was of opinion that the company in paying 8 per cent on its common stock, and in putting all the balance of its profits back into the property, was conducting its business on sound business principles. In anwer to a question as to whether the Board in dealing with rates should compel the Bell Telephone Company to lessen its established dividend of 8 per cent on common stock, Mr. McKenzie answered "No," and stated he understood this was not the policy of the Board. Mr. McKenzie was in misapprehension here since no declaration of policy on the rate of dividend of the Bell Telephone Company had been made by the Board. On being asked his personal view, he said he would not suggest and did not think there was any necessity for a reduction in the dividend. He said, further, that he did consider the dividend a reasonable one.

At p. 1155, in cross-examination by Mr. Phippen, the witness stated that he was assuming in connection with the remarks he made that the 8 per cent dividend was continuing.

Mr. Hagenah, who appeared for the City of Montreal, was cross-examined by Mr. Osler. The discussion which took place will be found in evidence, volume 351. At p. 873, in a question as to the governing rate of return in the case of the United States Commissions, it was stated by Mr. Hagenah that 7½ to 8 per cent on the fair value of the property was common. At pp. 962 and 963, the same witness, in cross-examination, was asked various questions by Mr. Osler. In answer to the following question,—

> "And the rate of 8 per cent, or I think you put it 7 to 8 per cent, which was considered a reasonable and proper rate some years ago, bore a certain relation to the investing returns on securities such as mortgage bonds of good industrial corporations, and mortgage bonds of railway corporations".

the witness answered "Yes."

On the evidence, the dividend rate of 8 per cent was admitted to be a reasonable one. Such admission having been made by the qualified experts of parties opposing the application was accepted in the Board's judgment as being a matter on which it was not necessary to make a specific ruling. It being a matter of agreement, the Board's computations as to what was necessary in connection with the dividend was based upon the 8 per cent rate as one factor.

The dividend rate of 8 per cent was not developed as being an emergency rate. It was admitted to be a reasonable and proper rate, taking all things into consideration. It is, therefore, a continuing factor.

In the Board's judgment of April 1, 1921, explanation has been given why Income Tax was not treated as a proper operating cost, but as something which should be charged to surplus of operation by the owners of the property and should not be borne by the subscribers to the service. This follows what was set down in the earlier decisions in the Telephone Rate matter as set out at *25 Can. Ry. Cas, p. 12.*

There remain to be considered two factors which have been given emergency treatment and in connection with which the burden was subdivided between the company and the telephone user. These two factors are surplus and depreciation.

In the judgment of April 1, 1921, the company had included in its figures a factor for surplus amounting to 4 per cent on the common stock, and reference was made to the evidence in the Western Rates Case by Mr. Mueller who appeared as expert for the Dominion Government, and who testified that a surplus equal to 50 per cent of the dividend rate was proper.

The Board was of opinion that some surplus was necessary. The necessity for surplus was succinctly stated in Mr. Hagenah's evidence when he said it would be poor business and a bad course for the company to adopt an advertisement to the public that it was paying in dividends every cent it was earning over and above fixed charges. It is true that the financial expert for the city of Toronto objected to the inclusion of any item for surplus. The Board decided, however, that an item for surplus was necessary; and the Board, therefore, has no choice but to stand by its conclusion which was arrived at after careful consideration.

Mr. Hagenah recognized, under normal conditions, that 4 per cent surplus on stock was desirable; but as a temporary condition, to be dealt with by way of temporary relief, the figure so arrived at was cut in two, thus leaving a surplus of 2 per cent.

In the decision of April, 1919, the Board decided not to adopt the depreciation ratio of the company but as an emergency measure to put in a depreciation ratio of 5·7 per cent, which was computed would mean a reduction of some $330,000 in the amount chargeable to depreciation.

The question was further gone into in the decision of 1921; and, after careful consideration, a further temporary revision of the depreciation ratio was directed. Mr. Hagenah was of the opinion that the 5·7 per cent which had been put in force as an emergency ratio in 1919 was something which was substantially a minimum.

The Board, recognizing that on account of the nature of the functions with which the depreciation reserve is concerned it is unsafe to take the payments out in a single year, as a measure of which is normally necessary and proper in a period of years, decided that in aid of the emergency condition which was found to exist there could be borrowing from the depreciation fund for a limited time; that is to say, the annual contribution to said fund may be lessened; and the Board decided for a limited time, that the rate of 4 per cent on the average depreciable plant, which was computed as being approximately 3·64 per cent on the total plant, should be applied.

As emphasizing the emergency nature of the depreciation ratio, reference may be made to the decision rendered by the Board in July, 1921, in connection with the application of the British Columbia Telephone Company for an order granting an increase in exchange rentals and charges for service. In the judgment, a depreciation ratio of 6·04 per cent was allowed. In the evidence in this case, Samuel H. Meldrum, who was called as an expert, testified as to the rate of 6·2 per cent being a reasonable and proper rate.

The American Telegraph and Telephone Company during the year 1920 had a depreciation ratio of 5·3 per cent. This was referred to in the British Columbia Telephone Case. The figures on which this ratio was built up are not before me, but my understanding is that one important factor is the large amount of underground work which has been done, thereby lengthening the life and lessening the annual contribution.

In the application of the city of Toronto to the Privy Council against the increase of rates in the decision of April 1, 1921, which appeal was heard before the Privy Council on June 14, 1921, and referred back to the Board, exception was taken by counsel for the city of Toronto to the provision made in said judgment for the depreciation ratio, and the contention was made in the following language: "All I say is that there should be only allowed to be taken by the company for depreciation in any year, for the next year or two until the case can come under review, the million dollars actually required for replacement".

In the decisions, therefore, there are two sets of factors: (1) The dividend rate and the question who is to bear the burden of the income tax. These have been treated as not being concerned with an emergency situation and the findings made are not limited in time. (2) The surplus and depreciation. These both have been treated as being related to emergency conditions and limited in time.

It is contended that there is not an emergency situation before the Board. With this position, I am unable to agree. The measure of relief which was granted on April 1, 1921, was, in my belief, justified because of emergency conditions. Reference has been made in the Reasons for Judgment of the majority to the discrepancies and discrimination which exist in the existing schedules, and which, it is pointed out have been aggravated by percentage increases.

I am, and have been from the outset, thoroughly cognizant of what the discriminations and disparities in the existing rate system are; but, for reasons set out at length in the judgments of mine, already referred to, I have been of

the opinion that the Board had to deal with the matter from the standpoint of emergency, and I cannot see that the emergency condition which led to the decision of the Board in April, 1921, has passed.

In arriving at the rates as therein computed, the Board endeavoured to forecast as far as possible the downward movement in costs, both in labour and material, which were taking place. The question of downward movement of costs requires some consideration later.

But as bearing on the condition of emergency, it is to be noted that the Board in retaining the conduct of the case still calls for returns based on the surplus being limited and also on the depreciation ratio being limited. The Board has expressed the opinion that the limitation of the surplus is justifiable under emergency conditions. The following language was used in the decision of April 1, 1921:—

> "Differences do appear in the opinions of the experts; at the same time. I think the conclusion is unescapable that some surplus is necessary. Under the existing conditions, however, whatever might be a justifiable ratio for surplus under normal conditions, I do not think the same line of argument is controlling here."

The depreciation ratio is fixed on an emergency basis.

The monthly figures which measure the condition of the Bell Telephone Company have as two essential factors the elements of surplus and depreciation based on an emergency condition. So long as these factors are limited, as they are, by the Board's action, and so long as the Board does not declare them to be factors based on normal conditions, instead of emergency ones, I do not see how the existing situation can be regarded other than as an emergency one.

The question of economies in connection with the operation of the company is raised, it being alleged that there are economies available which will offset any disadvantageous position in which the company may find itself. In dealing with the condition of a company subject to the Board's jurisdiction and seeking increase in rates, it goes without saying that the Board should be satisfied before allowing any increase that the management is a reasonable and prudent one.

In the evidence given in connection with the case which was decided April 1, 1921, Mr. Guilfoyle, in answer to a question of Mr. Phippen, said that the company appeared, to the best of his knowledge, to be well and economically managed throughout, and that so far as one could judge from the books had been honestly managed (Evid. vol. 352, pp. 1067-68).

Mr. Hagenah, in examination by Mr. Osler, was asked this question (Evid. vol. 351, p. 872):—

> "Now, I think you will agree that this company has been conservatively managed, and well managed?

He answered:—

> "I am satisfied it has been. I think the company is to be complimented in the manner in which its business is effected. I speak of that very favourably for the company."

Mr. MacKenzie, at Evid. Vol. 352, p. 1153, in answer to a question of Mr. Phippen, stated that the Bell Telephone properties had been well conserved, and the credit of the company well conserved. In answer to the specific question, "The Bell Telephone Company has been a well managed company?" he answered, "I would say, very well managed."

This information refers to conditions in 1921. Have there been any such changes in conditions of management as would justify the conclusion that there was not prudent and reasonable management?

In the discussion, attention was directed to the question of wage costs and possible economies in connection therewith, either by way of reducing the number of employees or by reducing the wages of those employed. Without going into the matter in detail, since this has already been developed in the other two judgments, one very important factor in connection with the pressure of increased costs upon the telephone company has been the increase in wages. In the material presented before the Board, there were suggestions that economies in this respect could be made. It seems to me that the main line of attack in regard to the economies which it is contended can be made is in connection with the wage bill. Evidence was put in before the Board on behalf of the company showing decreases in costs which had been operative since September. It was contended by the official of the company responsible that further economies in connection with the reduction of the operating staff were not feasible, as they would mean putting an unduly heavy burden upon the girls operating in the telephone exchanges. While there have been considerable increases in the wages paid in the telephone business, the increase has been gradual; and there is to my mind no such evidence before the Board as would justify it in concluding that the scale of wages paid was in such a degree excessive as to materially affect the decision of the Board as to rates.

What was said about wages was, on the whole, extremely generally. On careful consideration of the body of evidence submitted, I am not of opinion that there has been such improvident management as would justify the Board in concluding that the returns in accordance with the findings laid down in the Board's judgment should not be allowed.

The question now has to be considered—what is the situation of the company under the rates which it is allowed to charge, with the limitation attaching thereto, in respect of the factors already defined; and the further question, to what extent the existing situation is in conflict with the findings of the Board as to the factors of return which are reasonable.

As pointed out in the Reasons for Judgment of Commissioner Boyce, the returns for the eight-months period, projected for 12 months on the same basis, show, after deduction of interest, dividend, surplus, etc., in round numbers, $600,000 of a deficit. While the summary as given does not refer to depreciation, the depreciation modified and limited, as pointed out, is a factor in this.

It is pointed out in the same Reasons for Judgment that the economies began to be effective about September. If the figures for September to December, inclusive, are taken and similar deductions made as in connection with the eight-months' period, a year projected on this period in which the economies referred to are operative would show, a deficit of $589,486.

As bearing upon the emergency condition, figures in regard to surplus and depreciation may also be accepted for the same period. I take this period to form a projected year because it shows the portion in which the economies emphasized have been operative. In the projected year as set out, the revenues as computed fall $102,380 short of meeting interest and dividends. The item of surplus at 2 per cent is $487,106. These two sets of figures make up the total as given. If the surplus were computed as of normal times, say, on 4 per cent on the stock, this would add another item of $487,106. The depreciation for the months September to December amounts to $775,259, which extended on a year's basis would amount to $2,325,777.

The rate of depreciation during the months September to December is averaged at 3·8. This, in fact, is the rate from June to December. As pointed

out in the decision of 1919, 5·7 was taken as the emergency rate; and it was subsequently testified by Mr. Hagenah that this amount, under normal conditions, was essential as a minimum, and the proposition for a further reduction in the depreciation ratio was simply as a matter of temporary need. If, instead of the present emergency ratio averaging 3·8 on average plant in service, the emergency ratio of 5·7 taken in the first instance in 1919 were applied, this would mean an addition of 50 per cent to the depreciation ratio; that is, the total would equal $3,488,665. Putting it in a summary way, if it were admitted that surplus should be charged as a normal charge at the rate of 4 per cent on stock, and if a rate of 5·7 were taken as a normal ratio, then these two items would amount to $1,649,994; or, omitting the item of surplus, the added depreciation would amount to $1,162,888.

I do not say that these factors should be included as measuring the present need of the company, because I consider the present need of the company still to be an emergency one and measured as to the emergency situation by the limitation in surplus and the limitation in the depreciation ratio; but if it is contended that the emergency situation has passed, then, as a minimum, it would seem to me that the depreciation ratio of 5·7 should be applicable, with the result as to additional need of revenue which is shown.

But, as I have already pointed out, I deal with the matter entirely from the standpoint of an emergency in relation to the principles laid down in the Board's Judgments; and I find that if a projected year, based on the 8-months period is taken, that the company falls some $600,000 short of the revenue which would accrue on the basis of the factors accepted by the Board, or if the four-months' period from September to December is taken for the reasons already mentioned, it would fall some $589,000 short of the revenue which would accrue on the basis of the factors accepted by the Board.

In view of the finding of the majority, I will not deem it necessary to express any opinion as to the form or basis of the proposed tariff revision filed by the company in this application.

APPLICATION OF CANADIAN NATIONAL MILLERS' ASSOCIATION FOR REDUCTION IN EXPORT RATES ON GRAIN PRODUCTS, AND APPLICATION OF DOMINION MILLERS' ASSOCIATION *re* FLOUR ARBITRARIES OVER WHEAT FOR EXPORT.

Judgment of Assistant Chief Commissioner, March 6, 1922, concurred in by the Chief Commissioner, Deputy Chief Commissioner and Commissioners Rutherford and Lawrence.

Since the hearing additional written submissions have been made by counsel for the Canadian Pacific Railway Company and for the Canadian National Millers' Association, the latter having been received on March 1.

At the hearing, Exhibit No. 1 was filed by counsel for the Canadian National Millers' Association. This sets out in summary form the Canadian Pacific rates from Goderich, Ont. (ex-lake) to Montreal for export on wheat and flour. This summary covered the period from January 1, 1917, to January 1, 1922. It also set out the rates to St. John, N.B.

Attention is drawn to the fact that while on January 1, 1917, the spread between wheat and flour at Montreal, for export, was 1·67 cents per 100 pounds, and at St. John 1·84 cents, on January 1, 1922, the respective spreads were 7·66 cents and 7·83 cents per 100 pounds. The course of the tabular summary of spreads is interesting. Some twenty-three tariff references are given. In the case of Montreal, for export, the average spread on these rates was 3·04 cents. An important factor affecting this average spread is the spread of 10·16 cents under the tariff effective August 9, 1921. It may be noted, further, that fifteen

of the spreads cited fall below the average of 3·04 cents. These fifteen have an average spread of 1·40 cents.

Since April, 1921, the course of the spreads has been upward. In the period prior to this covered by the Exhibit, the course has been, with fluctuations, irregularly upward.

In the case of St. John, for export, the average spread, on the figures given, is 3·69 cents. Here, again, the spread of August 9, 1921, viz., 10·33 cents, is an important factor tending to make the average non-characteristic.

Fourteen of the spreads fall below the average of 3·69. The average of these fourteen is 1·89 cents.

Similar irregularities in the advances in the spreads may be found here as in the case of the figures concerned with Montreal. Without, at this juncture dealing with the factors controlling these rates, the irregularities in the figures themselves, as measured in rates and rate differences, would seem to point to the two sets of rates not being subject to identical controlling factors.

Before the date of hearing, the Secretary of the Dominion Millers' Association intervened. His intervention was concerned with the question of the difference between the wheat and flour rates, for export, from mills in Ontario and Quebec to West St. John as compared with the difference between the flour and wheat rate from Fort William to West St. John, for export.

A rate of 35½ cents on grain from Fort William to West St. John, effective January 1, 1922, was quoted as against a flour rate of 36½ cents; and the rate on wheat shipped from Fort William, milled at Montreal, and the flour shipped to West St. John, for export, is quoted, at 37½ cents per 100 pounds, being 1 cent per 100 pounds, or the stop-over charge, more than on flour shipped from Fort William.

It is also set out that the tariff in question quotes the rates from Goderich and Port McNicoll at 15·17 cents per 100 pounds, to West St. John, for export, while the rate on flour milled from the same wheat, shipped from the same points to West St. John, for export "is 23 cents per 100 pounds milled at Toronto and Montreal."

It is stated that allowing 1 cent per 100 pounds for stop-over charge, this makes a differential over wheat on flour milled from ex-lake grain of 6·83 cents per 100 pounds, against only 1 cent per 100 pounds on flour which the mills at Port Arthur and West have to pay; and request was made that the Board order that the railways do not charge a greater differential over wheat on flour milled ex-lake than is charged on flour from wheat shipped from Port Arthur and milled at that point and west thereof.

Order of the Board No. 586, dated July 25, 1905, dealing with a complaint regarding rates on flour and other grain products, fixed the basis for export rates from Ontario points, which were held to be competitive with those from the United States by prescribing groups from which rates would be determined on percentages of the Chicago-New York rate, with special provision as to the export rate to Montreal. Goderich, Midland, etc., were placed in the 78 per cent group and traffic originating at these points would be so based.

The rates on ex-lake grain and products milled therefrom have not, however, been established under the above Order but are subject to American competition, and comparison of the rates from Bay ports may reasonably be made with the rates in effect from Detroit, Mich., which is in approximately the same territory, or in the 78 per cent group.

The rate on flour from Bay ports (including milling of 1 cent) was, prior to April 25, 1918, 14 cents per 100 pounds.

On June 25, 1918, the railways in the United States were allowed to increase their rates by 25 per cent and the rate from Detroit on flour ex-lake and on

flour milled from ex-lake grain to New York, for export, was on that date increased to 17½ cents per 100 pounds.

On the same date, the Bay port rates were increased to 16½ cents and on August 26, 1918, to 17½ cents to Montreal, so that on the latter date the rates were on a parity with those in effect from Detroit. This rate remained in effect from both Detroit and Bay ports until August 26, 1920, when the United States roads were permitted an advance of 40 per cent, the Detroit-New York export rate being advanced to 24½ cents per 100 pounds.

On August 27, 1920, the next day, the rate from Bay ports to Montreal, for export, was raised to 20½ cents, and the C.P.R. tariff C.R.C. No. E-3747, giving effect to this rate, shows as authority General Order No. 304. This general order permitted the same advance in export rates from Canada as was made from competitive territory in the United States.

The Canadian railways did not at the time take full advantage of General Order No. 304 permitting an advance of 40 per cent, but on October 23, 1920, by Supplement No. 24 to C.P.R. Tariff C.R.C. E-3747, the rate was raised to 24½ cents, the same as applicable from Detroit. This supplement showed as authority General Order No. 308, but this was certainly incorrect as General Order No. 308 covered domestic business.

On September 23, 1921, the rate on flour ex-lake and on flour milled from grain ex-lake, Detroit to New York, for export, was reduced to 19½ cents per 100 pounds, by Supplement 29 to W. J. Kelly's Tariff C.R.C. 659, and on October 15, 1921, by W. J. Kelly's C.R.C. 742, the rate on wheat flour was reduced to 18½ cents.

This Detroit rate must have been considered competitive as the Bay port rate was the same from August 26, 1918, to August 27, 1920, and from October 23, 1920, to September 3, 1921. From the latter date, however, the Canadian railways ignored the competition.

The matter of water competition as a factor bearing on the situation herein involved was before the Board at an early date, in the decision of the Board of February 29, 1908, in the complaint of the Ogilvie Flour Mills Company (file 5195, Case 1819). In the report of the Board's Chief Traffic Officer, which was adopted as the decision of the Board in the above case, attention was drawn to the fact that the highest rail rate obtainable from Georgian bay and Lake Huron ports to Montreal on wheat for export was fixed by the rate prevailing from Buffalo to New York for the time being, which in turn is regulated by the competition of the Erie canal.

Another factor affecting the wheat rate is the competition with the all-water lines to Montreal or to Buffalo. The flour milled from ex-lake wheat necessarily moves all rail and, therefore, is not subjected to the same competition.

While, during the past year, on account of the somewhat abnormal conditions, there has been an increase in the Montreal movement, which represents tonnage taken away from the Buffalo movement, the general situation still remains that there is an important competitive factor by way of Buffalo. This is recognized in the presentation of the case by counsel for the applicants. Reference was made (Evid. Vol. 383, p. 589) to the fact that there was a big movement of Canadian wheat from Buffalo. It was stated the United States Government allowed the wheat in in bond, with no duty out if it was going to be exported; and, further, that the United States Government allowed the same number of pounds to be exported if brought in in wheat. The result was stated to be that the Canadian wheat, which was ground into flour in the United States, supplies bran and shorts free of duty in the United States. The rate on flour from Buffalo, for export, was given at 16 cents; and it was stated

that the 16-cent rate had been tariffed to be good until January 1, 1922. Documentary evidence was submitted to show that the 16-cent rate in question had been extended to cover shipments up to and including June 22, 1922.

Following the statements which have been summarized, counsel for the applicants said, at p. 590:—

> "So that the result of that is that the very same wheat which our mills want to grind in Canada and send as flour to Europe is taken to Buffalo, ground there and sent back to the Atlantic seaboard in the United States at a 6-cent preference over the rate on Canadian flour."

The competition by way of Buffalo was again referred to by counsel for applicants at p. 593. In answer, however, to a question whether the competitive rate via Buffalo was the measure of the rate properly chargeable in Canada, counsel said, at pp. 593, 594, "No," and that the Canadian rate on wheat was the measure. At the same time, he said there was an existing condition giving the American miller an advantage of six cents over the Canadian miller in handling Canadian wheat at Buffalo.

The case as presented emphasizes the importance of the competitive route via Buffalo. Applicants ask that an Order be issued that when freight rates are advanced or reduced on grain the same rates should apply to the products thereof, to prevent discrimination which it is alleged at present exists. It does not seem to me that this is an arguable proposition unless the rate factors affecting both commodities are substantially the same.

As bearing on the disadvantage which it is alleged the Canadian miller is subjected to, it is set out that the existing spread in rates facilitates the moving of Canadian wheat to England which there is ground into flour, with a resultant disadvantage to the Canadian miller desirous of shipping.

While it may as a matter of trade policy be advantageous to export the milled product in preference to the unmilled grain, the Board has to approach the matter not from the standpoint of trade policy but from the rate standpoint, and has to deal with the question whether the existing rate arrangement is discriminatory and, also, whether the rate attacked is unreasonable in itself.

There are, it seems to me, three questions involved:—

(1) Should the rate via Buffalo be taken as a measure of what the export rate to West St. John should be?

(2) Are there especial competitive conditions holding down the grain rate?

(3) If so, is the flour rate, for export via West St. John, as charged, unreasonable in itself?

Dealing, first, with the question of the rate via Buffalo, it has already been pointed out that counsel for the applicants stated that this rate was not taken by him as being the measure of what the rate should be in Canada (Evid. Vol. 383, pp. 593-594). If the rate by way of Buffalo is not to be taken as the measure of the reasonable rate chargeable in Canada, then the suggestion that the Canadian rate should be adjusted to meet this competition falls to the ground and need not be further dealt with.

The essence of the contention involved is put succinctly in the words of General Labelle:—

> "We are not asking for a reduction on that wheat because we know perfectly well that cannot be done. . . . . We know they have made a rate on wheat because they have to meet certain conditions in competition with other railways, but we claim that whenever these conditions have to be met they should be met with flour in the same way. If in

order to get the wheat out of the country, in order to get it exported, they must accept a certain rate, then they should consider the flour has to meet the same rate, in order to meet the competition on the other side."

In other words, it is recognized that certain competitive conditions have to be met in the case of wheat. The witness, it seems to me, in contending that flour should be treated the same way is concerning himself with his business needs, and not with the question whether both commodities are subjected to the same competitive conditions.

I find that there are special competitive conditions operative in regard to wheat which are not applicable, on the present record, to flour, and that the spreads referred to do not show that there is an undue preference to wheat or unjust discrimination against flour on the export movement concerned.

The significance of the flour rate of 16 cents from Buffalo is qualified by the statement of counsel for the applicants, as already set out. Mr. Lahey, in evidence, gave the wheat rate during last season as 15·17 cents as against the flour rate of 16 cents. On the New York Central mileage of 438, the ton-mile rate on flour is 7·3 mills. On the short line mileage of 396 miles, Buffalo to Hoboken, the ton-mile rate is 8·08 mills.

It is true that from Montreal to West St. John there is, as an outcome of the export basis applied, a difference of only one cent; and it might, therefore, be argued that the rate made up of two factors—one concerned with distance and the other with a blanket—cannot be measured in a ton-mile rate where distance is a necessary factor. However, in order to earn the rate the goods have to be hauled the total distance regardless of how the rate is built up; and I, therefore, think it is fair to make comparisons based on the total distance.

The average distance from Bay ports to West St. John is 894 miles. The existing grain rate is 15·17 cents. This gives a per-ton-mile rate to West St. John of 3·39 mills. The rate of 23 cents on flour to West St. John (as per Exhibit No. 1) includes a 1-cent stop-off charge. This rate of 23 cents gives a ton-mile rate of 5·14 mills. But the stop-off should be deducted to obtain the net rate on flour. Applying this to the average mileage as above, the result is 4·92 mills per ton per mile.

Mr. Lahey, of the Quaker Oats Company, who supported the application, said:—

> "I may say very frankly that I do not just see that any rate or system of rates that produces at least a rate that is no higher, or is of no greater yield than one-half cent a ton is high."

It is only fair, however, to say that he qualified this general statement in connection with the question of discrimination.

The Board in considering the question of absorption of terminal charges in *Montreal Produce Merchants' Association vs. G.T. and C.P. Rys., 9 Can. Ry. Cas., 232,* recognized, at p. 237, the effect of absorption of terminal charges on net earnings of a railway company. It is proper to consider this factor in the present case.

While West St. John is the pivotal point of the present application, the situation at Montreal may also be considered.

At Montreal, during the export season of navigation, the railway absorbs on flour a terminal of 4 cents per 100 pounds. This covers switching, wharfing, wharf warden's fees and the unloading at the dock. In the case of wheat, there is a terminal of 1 cent per bushel. This covers elevation and various charges by the Harbour Commissioners; of this, the rail carriers absorb six-tenths of 1 cent per bushel, the balance being absorbed by the water carriers. The arrangement, it is testified, is forced on the railway by the action of the water carriers. This means absorption of 1 cent per 100 pounds by the railway. In

addition, a switching charge of $3 per car on wheat is absorbed. This figures out at three-tenths of 1 cent per 100 pounds. On present figures, the flour rate, less absorption and less the stop-off, gives a net rate of 17 cents, while in the case of wheat the net rate is 13·04 cents. The spread is 3·96 cents.

At West St. John, there is a terminal of 2½ cents per 100 pounds on flour while there is no absorption on wheat. This leaves earnings on flour of 20½ against a rate of 15·17 on wheat, or a spread of 5·33 cents per 100 pounds. Deducting, as before, the stop-off charge, the net result, after both deductions, is the figure of 19·5 cents. This gives ton-mile earnings of 4·36 mills.

It was contended by counsel for the applicants that "a comparison of the 22-cent rate with the domestic rate of 19½ cents shows that it is excessive." The rates referred to are to Montreal. It is to be borne in mind that the 19½-cent rate has been arrived at by a reduction of 10 per cent under General Order No. 350.

Under General Order No. 304, effective August 26, 1920, and with a view to maintaining the parity of rates between United States and the Canadian Atlantic ports, the same increases were permitted in the case of special tariffs on freight traffic to Montreal, Quebec, St. John, West St. John and Halifax, for export, as under the Interstate Commerce Commission Order which was effective on the same date.

The provisions of General Order No. 350, which directed reductions in the territory east of Fort William and Port Arthur to a basis of 25 per cent over those effective September 13, 1920, did not apply to export rates, but applied to domestic rates alone.

However, the rate of 22 cents now tariffed to Montreal and which became effective October 18, 1921, is 125 per cent of the rate prior to August 27, 1920; that is the date when the increase under General Order No. 304 became effective.

In comparing the domestic rate with the export rate, factors of absorption falling under the latter and not under the former must be borne in mind. While the difference in rate basis on the traffic concerned is 1 cent per 100 pounds, as between Montreal and St. John, the fact is that from August 27, 1920, until September 13, 1920, the Montreal rate on flour for export was 20½ cents as against 26 cents from St. John (see Exhibit No. 1). The difference is due to the fact that the St. John rate had been brought to a parity with the United States export rate basis, while in the case of Montreal the rate, pending the issuance of General Order No. 308, was held down by the domestic rate plus the additional charge ordinarily absorbed in the export rate. The following excerpt from a communication on file from the General Foreign Freight Agent of the Canadian Pacific Railway Company is material:—

> "Under an order of the I.C.C., the 'at and East' rates from Buffalo to New York, for export, were increased effective August 26, 1920, whereas, between points in Canada an equivalent advance was not allowed until September 13, 1920. In the interval we published from Bay ports to Montreal a domestic rate of 15½ cents, plus terminal of 4 cents, with a stop-off of 1 cent per 100 pounds, making a total of 20½ cents per 100 pounds.
>
> "Under General Order No. 308 of the Board of Railway Commissioners for Canada, we were permitted to increase our rates 40 per cent. With an increase in the domestic rate, this allowed us to increase our rate from the Bay Port to Montreal to the full extent of the advance made in the rate from Buffalo to New York."

I am of the opinion that the existing rate on flour to West St. John is not unreasonable.

The competition on wheat from Bay ports is operative in the case of the Dominion Millers' Association just as it is in the case of the Canadian National Millers' Association. The movement from Fort William is an all-rail one over which wheat does not move in summer when the water competition is available. As corrected by Mr. Watts in the course of an explanatory statement, flour and wheat from Fort William are on exactly the same basis, the difference in rate being due to milling-in-transit.

If this method of treating the subject is taken, then there should be deducted from the rates charged on wheat milled in transit at eastern mills the amount of the transit charge; otherwise, the respective charges would not be on a comparable basis.

If flour and wheat are taken, in terms of Mr. Watts' explanation, as being on the same basis at Fort William, this would mean that all rail they were on that basis of parity which applicants are contending for. The disparity which exists and to which further attention is drawn by Mr. Watts' examples is but another illustration of the effect of the water competitive situation as affecting the wheat movement via Bay ports, and is not, on the record before us, a measure of unfair treatment to flour.

While on the record and for the reasons given the Board is not justified in directing that the existing rate on flour to West St. John be reduced, it may be noted that during the course of the hearing it was strongly intimated by the railways that coincident with the opening of navigation from Montreal, the existing rate of 22 cents on flour, which includes the stop-off, would be reduced to 19½ cents. Deducting the 1 cent for stop-off, this would give a net rate of 18½ cents. It has already been indicated that there is at Montreal an absorption of terminal charges on flour amounting to 4 cents per 100 pounds. This would give earnings of 14½ cents per 100 pounds on flour as against 14·34 cents on wheat as at present. In order to make the comparison exact, however, there must be deducted from the present wheat rate the absorptions amounting to 1·3 cents per 100 pounds already referred to, thus giving earnings of 13·04 cents against 14½ cents, or a spread of 1·46 cents.

APPLICATION OF C. N. RYS., *re* INSTALLATION OF GATES AT BAY BRIDGE ROAD BELLEVILLE, ONT.

Judgment of Commissioner Boyce, March 17, 1922, concurred in by Assistant Commissioner.

By Order No. 25932, dated March 10, 1917, and in consequence of a fatal accident at this crossing (then protected by automatic bells on both Canadian Pacific railway and Canadian Northern railway installed in 1912) which took place on November 4, 1916, whereby one Richard Oliver, of Mountain View, Ontario, was killed by an eastbound Canadian Pacific Railway passenger train, and following a hearing at Ottawa on March 6, 1917, protection by gates was ordered at this crossing, the gates to enclose the tracks of both Canadian Northern and Canadian Pacific railways, which run side by side at this point, and to be operated day and night, the cost of installation and maintenance to be borne equally by the two railways. By subsequent Order No. 26300, dated June 30, 1917, the gates were ordered to be installed by August 31, 1917.

The gates so ordered have not been installed, the difficulty—almost impossibility, of obtaining the material necessary for their construction and installation, during war years being represented, on successive occasions, to the Board as a reason for the extension of time for compliance with the orders directing protection by gates, granted by the Board.

The applications for extensions were in each case substantiated to the satisfaction of the Board and the protection by watchmen night and day was maintained.

No accident has been reported as having occurred at this crossing since that on the 4th November, 1916, referred to.

The railways concerned now join in an application to the Board to be relieved of the Order requiring protection by gates, and to substitute automatic protection by double automatic illuminated bells and wig-wag signals—bonded to the tracks of each railway in both directions—one bell operated by each railway; that is, a bell and wig-wag signal on each side of the crossing, each of which is bonded east and west to the railway it is to protect, and which warns by bell ringing and red disc waving the approach of any train from either direction on that railway. That application is the one now before the Board for consideration.

The crossing in question is the intersection of the Bay Shore (or Bay Bridge) road with the tracks of the Canadian Pacific railway and Canadian Northern railway two parallel single tracks (one on each railway) 15 feet apart. The road approaches the tracks from the south at an angle. The view of eastbound trains to traffic approaching the crossing from the south is—at 150 feet from the crossing one-quarter of a mile; at 100 feet therefrom, the same view.

To traffic approaching from the north—at 150 feet from the crossing, there is a view of eastbound trains of 750 feet; at 100 feet, of 1,175 feet.

The view of westbound trains to traffic approaching the crossing from the north is, at 150 feet, 1,250 feet; at 100 feet, 900 feet.

The view of westbound trains to persons approaching from the south, at 150 feet from the crossing, is 1,025 feet; at 100 feet is 925 feet. Curvature in the track curtails the view to some extent when approaching from the north; and, in approaching from the south, from which direction there is a substantial traffic, the view of eastbound trains, while uninterrupted, is impaired by the angle at which the railway tracks and the Bay Bridge road approach each other to intersect at the crossing in question. This only necessitates care on the part of highway travel in keeping a sharp view to the left—and over the shoulder the nearer the crossing is approached—for eastbound trains rounding the curve at the pumping station, about a quarter of a mile away, and the view of westbound trains is interrupted, though to no serious extent, by a brick house some distance from the highway and close to the curve the tracks make coming out of Belleville. On the whole, and having in company with the Assistant Chief Commissioner carefully examined the locality, I am of opinion that there is nothing in the shape of obscurity of view in approaching the crossing from either direction to render it inherently dangerous to highway traffic—where ordinary judgment—and reasonable care is used to avoid danger—with senses of sight and sound alive to the warning of approaching trains. If motorists approach the crossing at a high rate of speed, with curtains down, danger is incurred—not by the inherent danger of the crossing, or the approaches thereto—but by neglect to observe reasonable precautions in a place where danger lurks if that care is not observed—the same might be said of any crossing.

The Bay Bridge road is undoubtedly a heavily travelled highway. It is the only avenue of approach from Prince Edward county to Belleville and of egress from the city to that part of the country. Returns have been furnished by both railways of the highway traffic which may be summarized and analyzed as follows:—

CANADIAN NORTHERN RAILWAY

Return for 48 hours highway traffic, ending August 3, 1921.

Pedestrians	567	Average per hour	12
Vehicular (waggons) 790, Autos 1,431, Bicycles 259..	2,480	" "	52
Trains, Pass. 21, Frt. 38	59	" "	1·22

When no trains — 12 hours.

Pedestrians	169	Average per hour,	14
Vehicular	771	" "	64

Balance — when there was traffic, 36 hours.

Pedestrians	348	Average per hour,	11·05
Vehicular	1,709	" "	47·47
Trains	59	" "	1·63

CANADIAN PACIFIC RAILWAY

Return for 48 hours — ending June 30, 1921.

Pedestrians	395	Average per hour,	8·23
Vehicular	1,006	" "	20·95
Trains	44	" "	·91

When no trains — 10 hours.

Pedestrians	40	Average per hour,	4
Vehicular	140	" "	14

When there were trains, but neither pedestrians nor vehicles — 5 hours.

When trains, but no pedestrians — 9 hours.
When trains, but no vechiles — 5 hours.

Balance of traffic — 38 hours — during which there were trains and pedestrians or vehicles, or both the latter

Pedestrians	355	Average per hour,	11·57
Vehicular	866	" "	22·78
Trains	44	" "	1·15

The difference shown by the two railways—in highway traffic—over the same crossing, is marked. The heavier traffic—that shown by the Canadian National—occurred on part of Monday, whole of Tuesday, and part of Wednesday, August 1, 2, and 3, while the much lighter traffic shown by the C.P.R. is for a part of Tuesday, the whole of Wednesday, and part of Thursday, June 28, 29, and 30. Whatever the reason for the difference the highway traffic as taken by the Canadian National should be taken as the normal highway traffic for the purpose of judging of the safety of the crossing, and what would be adequate protection therefor, and the train traffic to be taken into consideration must be the sum of the two railways, and the analysis would therefore be—approximately—

ON BOTH RAILWAYS.

Pedestrians	567	Average per hour,	12
Vehicular	2,460	" "	52
Trains	103	" "	2·14

I have, in this analysis, made no allowance for hours during which there are no trains, but distribute the highway traffic estimate over the whole forty-eight hours as to all railway traffic passing over the highway. The result shows a substantial traffic—although not abnormally so—by comparison—and having regard to the factors of approach and fairly good view.

The fact that only one accident is reported during a period of ten years is confirmatory of this—the traffic, although increasing with the growth of the use of the motor car, having been substantial during that time.

Those representing the Belleville Chamber of Commerce and the township of Ameliasburg strongly advocated the installation of gates as the most adequate protection at this crossing. With not unnatural zeal for the prevention of another such lamentable accident as occurred in November, 1916, whereby Mr. Oliver lost his life, it was urged by counsel that every form of protection—gates, watchmen and mechanical warnings should be installed. I quite understand the point of view which prompted this contention as, I have no doubt, counsel also understands that this crossing being but one of many hundreds which the same railways had to protect the question of cost is a factor not to be lost sight of in deciding, in each case, what is the most adequate protection for the particular conditions of danger at each crossing. The public has an important duty cast upon it as regards the exercise of ordinary care in places of danger. The highway traveller—not being under physical disability of loss or impairment of vision, or hearing, is fully alive to the danger attending every crossing of a highway by a railway. To such protection is adequately afforded by such methods of warning as will best appeal to those senses of vision and hearing, and awaken them to attention and alertness to avoid impending danger. The instinct of self preservation being thus appealed to and awakened, the hazard can safely be averted by care and caution of movement prompted by the warning. If these senses, ocular and auditory, being adequately and forcibly appealed to, do not have that effect, there is a failure of the human element, not as to protection of the crossing, but in the approaching traveller, and if a catastrophe occurs—it is chargeable to the neglect of the means of safety open to him—unless there is negligence of railway operation otherwise contributing to disaster and over-riding the caution thus invoked.

Protection by gates is intended to afford a temporary physical barrier to access to the right of way of the railway from the highway while a train is passing. Except in daylight (and at night by a stationary light) there is, in this form of protection, no appeal to the senses of sight *and* sound. Reckless impatient motorists have been known to drive through gates in their eagerness to beat an approaching train, or to avoid the delay involved in being held while a train is passing, resenting the physical obstacle in their pathway. The standard form of gates, being of light construction, makes this recklessness possible. With similar recklessness pedestrians crawl under the gates and fatal accidents have thereby resulted. So that while gates may in one condition of things be the more suitable form of protection it can hardly be said, I think, in the light of the growth of other forms of protection, to be the highest form of protection in every case, in the sense that any other form is less adequate or less suitable to the conditions to be dealt with and guarded against.

During war years the cost of material and labour incident to the installation of gates increased the capital cost of this form of protection about 100 per cent. The cost of maintenance has likewise increased in about the same proportion, so that the cost of installation is now approximately $4,000 and maintenance $4,000 annually. The cost of protection by day and night watchmen is, approximately $5,000 per annum. What the Board is concerned with in all

applications of this nature is securing the maximum protection suitable to the particular conditions in each case, with a due regard to the necessity of keeping down costs, which often have to be borne proportionately by municipalities as well as railways.

The crossing in question is at present protected by day and night watchmen, and, apparently, that form of protection has been satisfactory. It has continued since the accident in November, 1916, and no accident has occurred since then.

The Mayor of Belleville submitted a suggestion that this crossing should be closed by the diversion of the Bay Bridge road at Water street and carrying it under the railway tracks by a subway. This suggestion has received careful consideration and has been fully investigated and reported upon by the Chief Engineer of the Board. The subway would involve the raising of the bridges of both railways across the Moira river 3½ feet and raising the tracks for a distance of 3,600 feet. The expense of such a work would be enormous if otherwise feasible, but a profile drawn by the City Engineer shows that in a subway of 11 feet 6 inches headroom there would be at high water 2 feet of water in such subway—the average high water being the bottom of the subway, and there would be no drainage. If the headroom was 14 feet instead of 11 feet six inches which might be necessary to provide for loads of hay, etc., the highway would be 3 feet under water at highest water level, and 1 foot under water at all times at average water level. If the tracks were not raised, with a 12-foot subway, at highest water record there would be 6 feet of water in the subway, and at average high water there would be four feet. If the subway had headroom of 14 feet, as would be desirable for the class of traffic carried over the road—and the tracks not being raised, the highest water record in the subway would be 7½ feet above the bottom of the subway and the average high water would be 6 feet, making the proposition quite impracticable. The question of protection must therefore be considered as to the present location of the crossing.

What is now asked is that mechanical watchmen—that is—automatic bells and wig-wag signals, be authorized as protection in lieu of gates or the men now guarding the crossing day and night. The question—as I have said—is solely the adequacy of protection. If, in the circumstances, the substitution of the form of protection asked for by the railways will give sufficient protection, and at greatly reduced cost, the substitution ought to be made.

The superiority I see in the form of protection sought to be substituted and authorized lies in the fact that it is mechanically awake and operating whenever any train at any hour of the day, or night, enters the trackage area, bonded to one or other of the bells on each railway. Eliminating from consideration the contingency of the possible failure of the human element in protection by men, day and night, through illness, sleep, or any other imperative and compelling cause incident to nature (while not unmindful of its importance as often shown in the Board's records of accidents at crossings protected by watchmen) I would emphasize what occurred to me when making the inspection, and interviewing the watchman then on duty. His vision is limited by curvature of track—often by foggy or stormy weather—he receives no warning, except by sight or sound, of the approach of a train, and is not informed when trains—often of high speed—are delayed—he can only act and be of service as a protector of public safety when he sees a train approaching, and from his position he gets but short notice of that fact. At night and in cold or stormy weather he is in his shanty with the door closed. A delayed high speed train coming suddenly into his view—if—as his duty is, he is continuously on the watch, and alert, gives him but scant opportunity to jump up—get his disc in day time,

or his lamp at night—open his door and go out on the crossing. By this time the train would be right in or very close to the crossing according to its speed. Should it happen, as in the case of the one accident recorded at the crossing, that there is a train, approaching on each railway, from the same or opposite direction (if the watchman observes both trains), which side of the railway is he to stand to warn highway travel? Similar failure of the human element might occur in the case of a watchman in charge of gates. Instances of such are of record with the Board.

Contrasted with these important considerations is the fact that the automatic bell and wig-wag signal is mechanically alert the instant a train enters the area in which is is bonded—say 2,000 feet away from the crossing. So that in the one case, while a watchman is getting ready to flag, in the other the bell is ringing and the wig-wag is waving its imperative warning of danger. The loud alarm and waving of danger disc by day, and red light at night, are instantaneous with the arrival of a train at the distant point at which a watchman, if continuously alert, may first see it and prepare to warn its approach. In many cases the mechanical warning would be operating at the crossing before a watchman sighted an approaching train. Should the mechanism get out of order the engineer of the last train passing over the crossing reports the fact at the next telegraph station, slow orders go into force, and a watchman is immediately installed pending repairs. The devices are inspected and reported upon daily. This form of protection has proved very satisfactory after being in general and growing use for many years. It has been improved to a very high standard of efficiency.

After a careful study of the situation on the ground, and having regard to all the conditions existing at this crossing, I am of opinion that in the interests of public safety, and of economy as a minor and subsidiary consideration, the substitution ought to be authorized. I think that it is more suitable than any of the forms considered viz: gates and watchmen, to the conditions at this crossing.

The view to the east, when approaching the crossing from the south is partially obscured by some trees, of no particular value. These, it is said, are on the property of the city and should be removed, and the space kept clear. This work the city should be required to do at once to the satisfaction of the Board's Engineer, who will furnish a sketch of the work required.

At the northwest corner the Canadian Northern Railway should be required also, to the satisfaction of the Board's Engineer, to cut down to the level of the ground some shrub, about 15 feet high, and keep the space clear.

I would suggest that the city of Belleville (by itself, or in conjunction with the township authorities) instal on the Bay Bridge road, on each side of this crossing, at a distance of, say 300 feet, from the rail and at the right hand side of the Road—approaching the crossing from each direction of travel highway crossing warning signs of the standard approved by the Board—and light them at night. This can be obtained at small expense by application to the Chief Engineer of the Department of Highways, Toronto. The Board has no power, I think, to direct this desirable auxiliary protection, but I feel sure that the city and township will cheerfully act on this suggestion and have these signs installed as soon as possible. The city should keep them painted and lighted. There will be no order as to this.

With the view improved by the removal of the trees and scrub above mentioned by the city and the Canadian National Railways, respectively, and with the installation and maintenance in efficient working order by the railways, respectively, of two illuminated electric bells, with wig-wag signals, bonded to

the track of each railway, in both directions—one bell and signal on each railway (each railway to bear the cost of installation and maintenance of the bell and signal on its own line of railway), I think that the most adequate protection possible will be afforded under present conditions at this crossing.

The Order of the Board, No. 25932, dated March 10, 1917, and all subsequent Orders relating thereto, will be discharged when the substantive protection by bell and wig-wag signal thereby confirmed and allowed shall have been installed and in efficient operation to the satisfaction of an Engineer of the Board.

APPLICATION OF DEPARTMENT OF PUBLIC HIGHWAYS, PROVINCE OF ONTARIO, *re* APPROACH TO BRIDGE, G.T.R. AND C.P.R. COMPANIES

Judgment of Chief Commissioner, April 25, 1922, assented to by Assistant Chief Commissioner, Deputy Chief Commissioner, and Commissioners Boyce, Rutherford and Lawrence.

By Order of this Board No. 24418, dated the 8th day of November, 1915, the Grand Trunk Railway Company was ordered, the Canadian Pacific Railway Company consenting, to divert the Kingston road, in the townships of Brighton and Murray, about four miles west of the town of Trenton as set forth therein and according to plans on file with the Board, and, in the said order, it was directed that 20 per cent of the cost thereof, not exceeding $5,000, be paid out of the Railway Grade Crossing Fund. The work was completed, and, in the month of August, 1916, the Chief Engineer of this Board certified that the work had cost $31,579.95, that the charges were fair and just, and that the crossing in question was in existence on the 1st day of April, 1909, and, thereupon, the sum of $5,000 was paid out of the Grade Crossing Fund.

Since that date, the great increase of automobile traffic has made the road dangerous at both the northern and southern turns of the approach to the bridge where it crosses the Canadian Pacific and Grand Trunk Railways' tracks. At a hearing on the 7th day of March last, it was stated by Mr. Hogarth, the engineer of the Department of Public Highways of the province of Ontario, that the turns at both ends of the said bridge were dangerous to traffic, that a number of accidents had occurred and one man had died as a result thereof, that the province had rounded or flattened the curve on the southern end at a cost of $1,025.75, and asked that the province be reimbursed this amount by the two railway companies concerned. He also contended that the northern end should be treated in the same manner, excepting that it would have to be constructed of wood, as it was on the top of a high embankment, and Mr. Chisholm, for the Grand Trunk Railway Company, stated that $1,270 was about the cheapest price for which it could be done. These two amounts together would total $2,295.75.

The railway companies contended that they had constructed the diversion according to the order of the Board and to the satisfaction of its Chief Engineer, and, therefore, especially as both the turns in question are outside the railway and on the public highway, they should not be compelled to contribute anything further to the protection, and in this view I concur.

The question was raised at the hearing as to whether or not the Board would be justified, in view of the amendment to the Grade Crossing Fund Act as found in section 262 of the Railway Act, 1919, in increasing the contribution therefrom from 20 per cent to 25 per cent or to such an amount within the 25 per cent, not exceeding $15,000, as would be required for this particular work, and, on a careful examination of the said section, I am of the opinion that such

power rests in this Board. We have the right to expend certain moneys for the protection, safety, and convenience of the public in respect of highway crossings of railways at rail level in existence on the 1st day of April, 1909, as, in our judgment, may be proper, so long as the amount does not exceed 25 per cent of the cost of actual construction nor, in the total exceed the sum of $15,000, the only limitations being that no such money shall, in any one year, be applied to more than six crossings on any one railway in any one municipality or more than once in any one year to any one crossing. Twenty per cent, was paid in 1916; nothing has since been paid, the road prior to the construction of the bridge was a level crossing and was in existence before the 1st day of April, 1909; no amount has since been contributed out of the Grade Crossing Fund, neither has any money been contributed therefor during the present year, at least in the same municipality; therefore, it seems to me that, as a matter of law as well as justice, the Board would be justified in ordering a further contribution, so long as the total did not exceed 25 per cent of the cost of the work, nor $15,000 in the whole.

I find by computation that the total amount required for the improvements suggested would be $2,295.75, which would make a total of $7,295.75 and would amount to about 23·1 per cent of the total cost of the work, or well within the 25 per cent and the $15,000 limits, and I, therefore, think an Order should issue authorizing the payment to the Department of Highways for the province of Ontario of a sum not exceeding $2,295.75, partly in payment of the work already constructed and the balance for the further improvement of the northern end of the crossing; the work to be done according to plans approved by and to the satisfaction of the Chief Engineer of the Board upon whose certificate the said moneys shall be payable.

APPLICATION OF CITY OF HAMILTON *in re* SUBWAY UNDER GRAND TRUNK RAILWAY TRACKS, TOWNSHIP OF BARTON

Judgment of Assistant Chief Commissioner, May 15, 1922, concurred in by Chief Commissioner and Commissioners Boyce, Rutherford and Lawrence.

Under date of December 5, 1914, Order No. 22947 issued providing for the construction of a subway on Kenilworth avenue, Hamilton. Said order provided as to distribution of cost as follows:—

> 3. That the Grand Trunk bear and pay the extra cost of widening the proposed subway to accommodate any greater number of tracks than four it may desire to construct across the street; such extra cost to cover, not only the additional length of the retaining wall and deck surface, but also the expenditure for additional land or consequent damage, if any, incident to the extension. Provided that the total right of way of the Grand Trunk shall not in any event exceed one hundred feet.
>
> 4. That twenty per cent of the cost of constructing the said subway be paid out of the "Railway Grade Crossing Fund" (not exceeding $5,000); and that the remainder of the said cost be apportioned as follows: namely: seven and one-half (7½) per cent to be borne and paid by the township; thirty-two and one-half (32½) per cent by the Grand Trunk; twenty-five (25) per cent by the city; and thirty-five (35) per cent by the applicant company.

Subsequently a statement was rendered by the Hamilton Street Railway Company on March 18, 1919, showing expenditures by it of $29,749.06, and asking that payment should be made to it of the sum of $5,000 out of the Grade

Crossing Fund, this being the payment provided for in the order. This was recommended to the Department of Railways and Canals on September 11, 1919, and cheque was issued by the department under date of September 24, 1919.

The sum of $29,749.06 as submitted did not cover the total cost of the subway. Various other expenditures were necessitated in connection with the purchase of lands, etc. As, however, the contribution from the Grade Crossing Fund at the date the order was made was limited by statute to 20 per cent and not exceeding $5,000, it was obvious that for the purpose of calculating the amount payable the sum of $29,749.06 was adequate as a basis.

Under arrangements between the parties, the city was to see to the acquiring of options in connection with the acquisition of property necessary in connection with the construction of the subway. Lands were acquired and the portions not required for the work were disposed of. It was necessary, also, to pay consequential damages in connection with the construction of the said subway.

In the application now launched by the city of Hamilton, it is set out that the sale of lands was not finally completed until the township of Barton, one of the interested parties, had accepted and agreed to such sale by an agreement between the city and the township entered into on the 8th day of February, 1921.

In a written communication from the township of Barton, dated February 23, 1922, it is contended that it was not responsible for any delay in connection with the lands. It is set out that the township had nothing to do with the construction of the subway and the settling of matters in connection therewith; but these were left entirely with the city of Hamilton and the Hamilton Street Railway Company.

Nothing appears, however, to turn on the question who is responsible for the delay, and this matter need not be gone into.

The city of Hamilton furnishes a statement of cost which amounts, with the addition of the sum paid out of the Grade Crossing Fund, to $61,858.75. In this, it gives the net cost of the lands acquired at $13,390; and it also includes the sum of $6,717.95 interest charged at 5 per cent on the average principal advanced by the city of Hamilton in connection with the work that it did.

While the application is one for an order directing payment for the construction of the subway, that is to say, allocation of cost between the parties, the original order provides for the percentages of payment to be borne by each of the parties. What really is involved is the question of treating the item of $6,717.95—interest charges—as part of the cost. It is stated in the application of the city of Hamilton that the Hamilton Street Railway Company and the corporation of the township of Barton have not objected to the payment of interest. There is a statement on file from the Hamilton Street Railway Company saying it does not object to the payment of its proportion of cost of construction, with interest thereon. The only communication received from the township of Barton does not set out specifically its attitude in respect of interest, but it does say that it is desirous of having the matter adjusted so that the necessary debentures may be issued for the purpose of paying the township's proportion of the cost.

In the answer of the Grand Trunk, exception is taken to the payment of interest. In a letter dated January 30, 1922, it states that it has always been ready and willing to pay to the city of Hamilton its share of the cost, which it sets out as being at present, after various expenditures made, $10,166.80; but it contends that it should not be called upon to pay interest. It claims that the city should have called upon the parties interested for payment of their proportions of each land damage case upon it being closed, instead of waiting until all claims have been settled and disposed of before rendering accounts.

As already pointed out, the amount of interest—$6,717.95—is computed on the average principal concerned. The city is billing the other parties for 75 per cent of the interest; that is to say, it proposes to bear 25 per cent of the interest bill as entering into cost, said percentage being in accordance with the provisions provided for in the original order.

On consideration of the matter, I am of opinion that, on the facts involved, this item is a legitimate one and that it should be borne by the parties in the proportion provided for in paragraph 4 of the order; that is to say, in the following proportions: 7½ per cent by the township; 32½ per cent by the Grand Trunk; 25 per cent by the city, and 35 per cent by the applicant company.

There is a further phase of the matter, however, to consider. Exclusive of the item of interest, the cost as checked by the Board's Chief Engineer, after deducting an item of $50.40 in connection with expenses of delegation to Ottawa, is $55,090.40. This is the figure given as the cost of the work by the Grand Trunk. Deducting the further item of $5,000 from the Grade Crossing Fund, this gives the net cost to be met as $50,090.40. Deducting from the gross figures of the city of Hamilton the following items:—

(*a*) $5,000 from the Grade Crossing Fund;
(*b*) $50.40 as already explained; and
(*c*) $6,717.95 interest;

or a total of $11,786.35, there is a net cost of $50,090.40.

The Railway Act of 1919 amended the provisions in regard to the Grade Crossing Fund by providing that instead of the percentage of 20 per cent, with a $5,000 limitation hitherto applying, there should be 25 per cent, with a $15,000 limitation. The Railway Act of 1919 became effective on July 7, 1919.

As pointed out, the recommendation for the payment of $5,000 out of the Grade Crossing Fund did not go forward to the Department of Railways and Canals until September, 1919.

In *The application of the Department of Public Highways, Province of Ontario, for an Order directing the C.P.R. Co. to reconstruct bridge at overhead highway crossing in Lot 17, Con. 1, Tp. of Murray, near Smithfield, Ont., so it will carry a load of 12 tons.—Board's File 3701.32*—the following language was used by the Chief Commissioner:—

> "The question was raised at the hearing as to whether or not the Board would be justified, in view of the amendment to the Grade Crossing Fund Act as found in section 262 of the Railway Act, 1919, in increasing the contribution therefrom from 20 per cent to 25 per cent, or to such an amount within the 25 per cent, not exceeding $15,000, we would be required for this particular work, and, on a careful examination of the said section, I am of the opinion that such power rests in this Board. We have the right to expend certain monies for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level in existence on the 1st day of April, 1909, as, in our judgment, may be proper, so long as the amount does not exceed 25 per cent of actual construction, nor, in the total, exceed the sum of $15,000, the only limitation being that no such money shall, in any one year be applied to more than six crossings on any one railway in any one municipality or more than once in any one year to any one crossing. Twenty per cent was paid in 1916; nothing has since been paid; the road prior to the construction of the bridge was a level crossing and was in existence before the first day of April, 1909; no amount has since been contributed out of the Grade Crossing Fund, neither has any money been contributed therefor during the present year, at least in the same municipality;

therefore, it seems to me that, as a matter of law as well as justice, the Board would be justified in ordering a further contribution, so long as the total did not exceed 25 per cent of the cost of the work, nor $15,000 in the whole."

What is herein involved falls within the reasoning of the foregoing decision.

Reference may be made in this connection to the decision of the Board "*Re protection at 18th Street, Lachine, Que.*, as rendered April 28, 1914, and Order 21711 issued in connection therewith—Board's File 9437.121.

Order 22957 may be amended by providing that 25 per cent of the cost and not exceeding $15,000 shall be paid out of the Grade Crossing Fund. The total cost of the work, exclusive of interest and the additional deduction already referred to, approved by the Board's Chief Engineer, amounts to $55,090.40. 25 per cent of the cost apportioned to the Grade Crossing Fund would amount to $13,772.60. As $5,000 has already been paid out, there remains the additional sum of $8,772.60 which may be apportioned under the existing legislation. This should be apportioned in accordance with the percentages set out in the original Order, with the following result:—

Township of Barton... ...	7½%	of $8,772.60,	equals	$ 657.94
The Grand Trunk..	32½%	"	"	2,851.10
City of Hamilton..	25 %	"	"	2,193.15
Hamilton Street Railway..	35 %	"	"	3,070.41

Amending Order should go accordingly.

Re FREIGHT TOLLS, 1922

Judgment of the Board, June 30, 1922

Shortly after the promulgation of General Order No. 308 of this Board, being the order providing for the general rate increases known as the Thirty-five and Forty Per Cent Case, effective September 13, 1920, various bodies, among them the province of Manitoba, appealed to the Privy Council asking that the said order be rescinded for various reasons set forth by the appellants. That matter was heard by the Privy Council, and, on the 6th day of October, 1920, by P.C. No. 2434, His Excellency in Council dismissed the appeal, but, in doing so, stated as follows:—

"What constitutes a fair and reasonable rate should now be arrived at without reference to the requirements of the Canadian National System and your committee recommends that the order in this case be referred back to the Board to be corrected in its findings in such manner as to determine what are fair and reasonable rates without taking into account at all for the time the order shall be in effect, the requirements of the Canadian National System.

"Very strong representations were made at the argument on appeal to the effect that the order continued and indeed intensified an unjust discrimination in rates, it being claimed that higher freight rates prevail generally in Western Canada, that is west of Fort William, than prevail in Eastern Canada, that is east of Fort William. It was strongly urged that the reasons, whatever they may have been, for this differential no longer exist, and that as a matter of public policy the principle of equalization of rates East and West should now be recognized. On the other hand, it was urged that the competition arising out of lake and river transportation as well as out of lower competitive rates on Eastern United States lines compelled a somewhat lower scale in Eastern Canada than in Western Canada. Whether or not these reasons now obtain in any substantial degree is a question which requires minute and expert inves-

tigation such as can be best conducted by the Railway Commission itself and not by Your Excellency's advisers, but the committee is strongly impressed with the very great desirability of bringing about with the least possible delay equalization of Eastern and Western rates.

"The Committee of the Privy Council therefore further recommend that as conditions have probably changed materially in recent years tending more and more to make equalization practicable, an inquiry by the Board be directed to be held at the earliest date with a view to the establishment of rates meeting to the utmost extent possible the above requirement as to equalization."

The Board thereupon started an investigation, primarily to ascertain whether or not conditions had changed as suggested by the Order in Council and as to whether the difference in rates, if any, thus existing in a general way between Eastern Canada and Western Canada amounted to undue discrimination against Western Canada.

The first sittings was held at Ottawa on the 22nd day of November, 1920, when it was arranged that the Board would hold sittings in Western Canada in the early spring, and, in pursuance thereof, sittings were held in all the principal sittings of Western Canada in the month of April, 1921, again in the months of October and November, 1921, and the final argument took place in Ottawa in the months of February and March last.

Very shortly after arrangements were made for such hearings, application was made by representatives of the provinces of New Brunswick, Nova Scotia, and Prince Edward Island alleging that they were unfairly treated in that the arbitraries over Montreal, which they had enjoyed for many years prior to 1916, had been either abolished or materially increased, and asked that the old arbitraries be re-established.

Then the province of British Columbia applied for the elimination of the Mountain scale of rates as applied to that province, asking that the Prairie scale be extended through to the Pacific coast.

At a later date, application was made by the Lumber Association of Canada and allied interests for a general reduction in the rates upon lumber commodities.

There have also been applications before the Board by the Board of Trade of the city of Sault Ste. Marie and other business interests thereof for the extension of Schedule A rates from Sudbury to Sault Ste. Marie, and, finally, an application by the Commercial Travellers' Association of Canada alleging that the 20 per cent increase upon excess baggage provided for by General Order No. 308 should have been eliminated when passenger rates went back to normal on the 1st day of July, 1921, claiming that the excess baggage rate is based upon passenger rates, and therefore, when the passenger rates were reduced, the same principle should be applied to excess baggage.

In addition to this, we have had scores of applications from individuals, corporations, and municipalities asking for a reduction of rates either generally or upon the traffic in which they are respectively interested.

No reference is made herein to the application of the fruit growers of Nova Scotia and the potato growers of the Maritime Provinces for a reduction in the export rate on their commodities, as these rates were increased, not by General Order No. 308, but by General Order No. 303, effective August 26, 1920, and we understand the railway companies have already filed tariffs, effective July 1, reducing these rates by 10 per cent in accordance with the like reductions in the United States under the recent General Order of the Interstate Commerce Commission.

By the terms of General Order No. 308, all increases therein provided for cease to exist on the 1st day of July, 1922, because of the fact that the amend-

ment to section 325 of the Railway Act, 1919, which had the effect of postponing the coming into effect of the Crowsnest Pass legislation for three years, expires on the 6th day of July next. Shortly after Parliament opened in March last, the question of the further extension of the coming into operation of the Crowsnest Pass legislation was referred to a Special Committee of the House, which has reported, and legislation based thereon has been enacted, being Bill No. 206, which, in effect, provides for the suspension of the operation of the Crowsnest Pass legislation for a further period of one year upon all rates and schedules mentioned therein with the exception of grain and flour, the rates upon which latter products on and after the 6th day of July, 1922, shall be those provided for in the original legislation, being chapter 5 of the Statutes of 1897, and also providing that His Excellency the Governor General in Council may extend the provisions of the said Act for an additional term of one year, if, in their judgment, it is considered advisable to do so.

Comparison of Canadian and United States Freight Rates

It is considered advisable at this stage to give a comparison of the general rate structures of Canada at present as compared with the rate structures of the United States as they will be on and after the 1st day of July next, because, on account of the great similarity between railway operations and business conditions in the two countries as well as the very large volume of international traffic, it is well to know as nearly as possible the exact relationships of the rate structures of both countries.

Two or three years ago, and before the general increase in rates in the United States authorized by the Interstate Commerce Commission under ex parte 74, effective August 26, 1920, a careful comparison was made between the general level of freight rates in Canada and the United States which showed, having regard to all the controlling conditions, that the general level was slightly in favour of the Canadian shipper.

Freight rates in Canada were not generally or materially increased during the first four years of the war, but in 1918 and 1920 it was necessary, not only in Canada, but in other countries as well, to materially increase freight rates, so as to enable the privately owned railways, but not in full measure, to meet their advancing operating costs which had increased by leaps and bounds and in a manner entirely without precedent or parallel. The wage increases in 1918 and 1920, coupled with the increased cost of coal and other materials and supplies, resulted in such increases in railway operating costs that a substantial increase in freight rates was inevitable.

Notwithstanding that the employees of the Canadian railways were granted increases in wages equal to those in the United States and that increased costs and war conditions bore even more heavily upon railway conditions in Canada than in the United States, the increase in rates as authorized by this Board did not bear as heavily on the Canadian public as the increase authorized in the United States by the Interstate Commerce Commission, as will be clearly evidenced by the following.

These general increases, commonly known as the Forty Per Cent increases although in fact they averaged appreciably under that figure, became effective in the United States on the 26th day of August, 1920, and in Canada on the 13th day of September, 1920. There has been no general decrease in freight rates authorized in the United States since August 26, 1920, although there will be a general decrease of 10 per cent effective July 1, 1922. On the other hand, the increased rates effective September 13, 1920, in Canada, were subject to a general decrease of 5 per cent January 1, 1921, and the further general

decrease of 10 per cent December 1, 1921. The situation is illustrated below, taking in each case for simplicity of illustration, a rate of $1 per 100 pounds:—

CANADA

—	Rate prior to Sept. 13, 1920	Effective Sept. 13, 1920, Rate increased to	Effective Jan. 1, 1921, Rate decreased to	Effective Dec. 1, 1921, Rate decreased to
	$ cts.	$ cts.	$ cts.	$ cts.
East	1 00	1 40	1 35	1 25
West	1 00	1 35	1 30	1 20

INTERTERRITORIAL TRAFFIC

Percentage of increase in rates within territories east and west of Port Arthur applied to the east and west factors thereof respectively.

UNITED STATES

—	Rate prior to Aug. 26, 1920	Effective Aug. 26, 1920 Rate Increased to	Effective July 1, 1922 Rate Decreased to
	$ cts.	$ cts.	$ cts.
Eastern group	1 00	1 40	1 26
Western Group	1 00	1 35	1 21½
Southern and Mountain Pacific Groups	1 00	1 25	1 12½
Interterritorial Traffic	1 00	1 33⅓	1 20

Further, under this Board's General Order 308, September 9, 1920, the railways were prohibited from increasing rates on—

Crushed stone, sand, and gravel
Minimum class rate scale
Minimum charge per shipment
Switching, interswitching, milling-in-transit, diversion, reconsignment, stop-overs, demurrage, weighing, etc.

The increase allowed in rates on cordwood, slabs, edgings and mill refuse for use as fuel was limited to 10 per cent

The increases in coal rates was limited as follows:—

In rates	0 to 80	cents	per ton—	10 cents
In rates	80 to 150	"	"	—15 "
In rates over	150	"	"	—20 "

In the United States, under ex parte 74, July 29, 1920, there was no similar limitation with respect to rates on crushed stone, sand, gravel, and coal, and they were subject to the same percentage increases as authorized for other traffic; further, the percentage increase applicable in the group where the service is performed was made in the charges for switching, transit arrangements, weighing, diversion, reconsignment, lighterage, floatage, storage (not including track storage), and transfer, while no increases for those services were allowed in Canada.

The coal traffic is, of course, a very large and important movement, and the following illustrations show what the limitation in Canada meant as compared with the percentage increase in the United States. The increases allowed were:—

—	In Canada Effective Sept. 13, 1920	In United States Effective Aug. 26, 1920		
		Eastern Group	Western Group	Southern and Mtn-Pacific Group
		%	%	%
In rates 0 to 80c. ton	10c. per ton	40	35	25
" over 80 to 150c. ton	15c. "	40	35	25
" over 150c	20c "	40	35	25

To Illustrate::—

—	In United States			In Canada
	East	West	South and Mtn-Pacific	
	c.	c.	c.	c.
A rate of 80c. per ton became	112	108	100	90
" 150c. " "	210	203	188	165
" 300c. " "	420	405	375	320

Under the reduction in rates in the United States to become effective July 1, 1922, the situation will be—

Where rate prior to 1920 increase was—	In United States July 1, 1922			In Canada Aug. 1, 1922, on Anthracite	In Canada Aug. 1, 1922, on all other coal
	c.	c.	c.	c.	c.
80c. per ton now becomes	101	97	90	90	80
150 " "	189	182	169	165	150
300 " "	378	365	338	320	300

Subsequent to the general increase in 1920, there have been a large number of substantial reductions in Canada between various points on different commodities. In Canada, among the more important reductions made by the railways, were the grain rates from Fort William and Lake ports to the Atlantic seaboard and Eastern Canada; on live stock, on which a reduction of approximately 25 per cent was made in July, 1921, from the rates effective September, 1920; on hay in Eastern Canada; on lumber from the Pacific coast to eastern points; on wool and hides from western to eastern points, etc., etc.

In the United States a reduction in carload rates on grain, grain products, and hay in the Western and Mountain-Pacific groups became effective in January, 1922; rates on live stock in the same groups in excess of 50 cents per 100 pounds were reduced 20 per cent, but not below 50 cents, in October, 1921; and carload rates upon products of the farm, garden, orchard, and ranch were reduced 10 per cent in January, 1922. These are the only three instances where reductions were made covering the entire country, or the whole or any one or more rate groups, since the increases of 1920 became effective. These rates are not being further reduced in the United States July 1, 1922.

Comparison between Canadian and United States Passenger Fares

Immediately prior to August 26, 1920, the standard passenger fare in the United States was 3 cents per mile.

On August 26, 1920, the Interstate Commerce Commission authorized an increase of 20 per cent in all passenger fares, with a standard of 3·6 cents per mile. An increase or surcharge of 50 per cent was allowed in sleeping and parlour car fares, an increase of 20 per cent in excess baggage rates, and 20 per cent increase in rates for the carriage of milk in baggage cars, all effective on the same date.

In Canada, prior to September 13, 1920, the standard passenger fare east of and including McLeod, Calgary, and (Wolf Creek) Thornton, Alberta, was 3·45 cents per mile; west of these points, 4 cents per mile.

By General Order of the Board No. 308, the passenger fares were increased by 20 per cent, subject to a maximum of 4 cents per mile. The order did not, therefore, increase passenger fares in British Columbia. An increase of 50 per cent was also allowed in parlour and sleeping car fares, and 20 per cent in excess baggage charge, but no increase was allowed in the rates for the carriage of milk in baggage cars.

On January 1, by the same order, the standard passenger rate east of McLeod, Calgary, and Thornton was reduced to 3·795 cents per mile, and on July 1, 1921, the standard passenger fare reverted to 3·45 cents per mile.

On December 1, 1921, the increase or surcharge in parlour and sleeping car fares was reduced to 25 per cent over those in effect prior to September 13, 1920.

Comparison of rates in Canada and in the United States at present is as follows:—

PASSENGER FARES

United States—		
All territory	Standard	3·6c. per miles
Canada—		
East of McLeod, Calgary and Thornton	Standard	3·45c. per mile
West of above territory	Standard	4c. per mile

SLEEPING AND PARLOR CAR FARES

United States	Surcharge of 50 per cent.
Canada	Surcharge of 25 per cent.

EXCESS BAGGAGE CHARGE

United States	20 per cent increase
Canada	20 per cent increase

MILK IN BAGGAGE CARS

United States	20 per cent increase
Canada	No increase

Basic Commodity Reductions

At the hearing by the Special Committee of Parliament above referred to, both the Canadian Pacific Railway and the Canadian National Railways proposed that, outside of the question of the rates on grain from the Prairie Provinces to the head of the lakes, any decreases in freight rates in Canada should be confined to what they called "basic commodities," and, in the reference to the subject as found on page 47 of the Reports of the Special Committee, Mr. Beatty, President of the Canadian Pacific Railway Company, stated as follows:—

> "It was apparent, however, that in 1921 certain industries felt the depression much more severely than others, and it was the opinion of the railway executives both in Canada and the United States, an opinion

which, I think, is shared by the United States Government as expressed by the testimony of the Secretary of Commerce, Mr. Hoover, before the Interstate Commerce Commission, that inasmuch as the reductions were a matter of relief they should be first extended to those industries which most needed it. It was felt that more effective relief would be accorded in this way and that it would bear less heavily on the companies' revenues because of the exclusion from the reductions of numerous commodities in which the railway rate played a very small part. If the matter were one depending on the judgment of the railways, this method would be followed if the Railway Commission approved."

Mr. Beatty furnished the following list of basic commodities on which he thought reductions should be made: Grain and grain products, forest products, coal, building material, brick, cement, lime, plaster, potatoes, fertilizer, ores, wire rods, and scrap iron, to which, later on, were added pig-iron, blooms, and billets. The same list was afterwards approved by the Canadian National Railways.

In the Report of the Special Committee to the House above referred to, it was stated as follows:—

> "basic commodities which may be afforded reductions should have the earliest possible consideration by the Board of Railway Commissioners."

While the recommendation of the committee is to be treated with respect, it is not binding in law upon this Board. It is arguable that in revising rates, the logical method to pursue is to redress antecedent necessary percentage increases by subsequent percentage decreases, thus minimizing the inequalities which the percentage increases had accentuated. As a matter of emergency action, however, revisions may be made on basic commodities in so far as is possible, consistently with other conditions now existing.

At a later sittings of the committee, both the Canadian Pacific and the Canadian National Railway Companies suggested that, in lieu of the coming into effect of the Crowsnest Pass Agreement, the following percentage reductions from present rates should be made upon these basic commodities, viz:—

Grain and grain products west of Fort William.....20%
Forest products.....20% East, and 16·66% West.
Coal, exclusive of anthracite coal and coal from Fort William.
Reductions specific.
Rates 0 to 80c. per ton—reductions 10c. per ton.
Over 80c. to $1.50 per ton—reductions 15c. per ton.
Over $1.50 per ton—reductions 20c. per ton.

Building material— Brick, cement, lime, and plaster.....	Western Lines 16·66% Eastern Lines 20%
Potatoes.....	
Fertilizers (other than chemicals).....	
Ores.....	
Pig iron.....	
Blooms.....	
Billets.....	
Wire rods.....	
Scrap iron.....	

This proposal was not adopted by either the committee or the House as proposed, but, as before stated, the rates on grain and flour from the western provinces to the head of the lakes were reduced to the original Crowsnest Pass basis, and the question now arises as to what percentage of reduction the Board can reasonably grant upon these specific commodities under the changed conditions above referred to.

At a hearing of the Special Committee on the 20th day of June instant, Mr. Lanigan, Freight Traffic Manager for the Canadian Pacific Railway Company, filed a statement showing what would be the reduction in the revenues of that company if the offer above referred to had been accepted, as follows:—

STATEMENT FILED BY MR. LANIGAN

CANADIAN PACIFIC RAILWAY

BASIC COMMODITIES

Grain and grain products	$	5,354,139
Forest products		1,765,147
Coal, exclusive of anthracite and coal from Fort William		476,619
Potatoes		115,358
Building material—brick, lime, cement, plaster		353,415
Fertilizers (other than chemical)		18,621
Pig iron, billets, blooms, wire rods, and scrap iron		132,466
Ores		122,704
	$	8,338,469
International and interstate traffic, 10 per cent		2,220,000
Grand total	$	10,558,469

This showed a total, not including reductions on international traffic, of $8,338,469, and, of this amount, $5,354,139 was the estimated reduction on grain. Taking this from the total reduction leaves a balance of $2,984,330 to be distributed among the other commodities. By the legislation hereinbefore referred to granting the Crowsnest Pass rates on grain as therein provided, according to the evidence of Mr. Beatty, as recorded on page 46 of the Reports of the Special Committee, assuming the grain traffic of the Canadian Pacific Railway to be the same as in 1921, the adoption of the Crowsnest rates would reduce their revenue by $7,159,537, which taken from the sum of $8,338,469 would leave $1,178,932 still available for reduction in rates on the above list of basic commodities, and the Board, after very careful investigation, has concluded that this would be represented by a reduction of 7½ per cent on the rates now in existence on these basic commodities less than the increases authorized by General Order No. 308, not, however, including therein any reductions heretofore made upon any of the said commodities upon domestic rates in Canada. This would leave increases on these commodities above the basis of September, 1920, at 12½ per cent in Western Canada and 17½ per cent in Eastern Canada.

This reduction of 7½ per cent, however, should not apply to coal other than anthracite, which was not increased on a percentage basis, but by flat rates as hereinbefore particularly described, and, therefore, it is felt that all the increases on coal other than anthracite granted by the Board by General Order No. 308 should cease and the rates go back to those immediately preceding the 13th day of September, 1920. This reduction, however, not to apply to coal from head of lakes ports westbound.

These reductions in the revenues of the Canadian Pacific Railway together with reductions in international rates and those hereinafter provided for will amount to more than eleven million dollars per year, and, considering that the net revenue for that company for the first five months of 1922 shows a falling-off of $2,393,000 as compared with the same months for 1921, the Board does not feel justified in going further in the direction of rate reductions.

The Canadian Pacific Railway figures are given above as this company is taken as the standard in rate discussions. An examination, however, of the Canadian National figures, while showing some improvements over 1921, shows a deficit in operating alone for the first four months of 1922 of $6,945,000, the

only bright spot in the whole situation being the Grand Trunk, which shows a gain of $2,591,000 for the first five months of 1922 as compared with the like period of 1921.

Maritime Provinces

With regard to rates between Maritime Province points and stations west of Montreal, the earliest record is from a traiff published by the Grand Trunk in 1874, naming rates from territory west of Montreal to St. John and Halifax, which applied only via Portland and steamer, and were exclusive of marine insurance. From Toronto, the rates in this tariff were:—

To		Classes 1	2	3	4
		Cents per 100 lbs.			
St. John, N.B.	S.	100	84	67	50
	W.	106	89	71	51
Halifax, N.S.	S.	100	84	67	50
	W.	110	93	74	55

S—Summer rate.
W—Winter rate.

These rates are simply given as a matter of historical information, and, of course, play no part in the question as at that time the all-rail route via Riviere du-Loup was not in existence.

Following the opening of the all-rail route, the rates between Maritime Province points and territory west of Montreal were constructed by the addition to the Montreal rate of a scale of arbitraries. The earliest record is a tarff of 1891-94, showing the following rates:—

	Classes 1	5	Arbitrary over Montreal 1	5
Toronto to Montreal	50c.	25c.	....	....
" St. John	80c.	40c.	30c.	15c.
" Halifax	86c.	43c.	36c.	18c.

The record is not clear between 1894 and 1900 because the organization of this Board was only completed in 1904, and all tariffs then in effect were filed by the railways in that year. However, from 1900 to 1916, the arbitraries over Montreal were:—

To	Classes 1	5
St. John	20c.	10c.
Halifax	22c.	11c.

These arbitraries were, of course, advanced along with all other rates, arbitraries, or proportionals under the various subsequent rate changes, and the situation is shown in the following tabulation:—

	Arbitraries over Montreal St. John Classes 1	5	Halifax Classes 1	5
1891-1894	30	15	36	18
1900-1916	20	10	22	11
Dec. 1, 1916	24	12	26	13
Mar. 15, 1918	27½	14	30	15
Aug. 12, 1918	34	17½	37½	19
Sept. 13, 1920	47½	24½	52½	27
Jan. 1, 1921	45½	23½	50½	25½
Dec. 1, 1921	42½	21½	47	23½

The Toronto-St. John rate provides the key to the entire situation so far as relates to the freight rate structure between Maritime Province points and Ontario territory, as the rates to and from the other Ontario groups are related

to the Toronto rate, as fixed by the Board in the International Rates Order, and at the other end St. John is the pivotal point, the other groups bearing a fixed relation thereto. This system of rate making between the territories in question was in effect long before the creation of the Board and has since been carefully considered, particularly in the Eastern Rates Case in 1916, more extended reference to which is contained in the judgment in that case; it is an integral part of the whole class rate structure in Eastern Canada and could not be changed without involving disturbance of the entire rate fabric in this territory. As the class rate structure in Eastern Canada is not being disturbed at this time no change should be made in these arbitraries.

With reference to rates between Eastern Canada and points west of Fort William, a different situation is found to exist. Instead of territorial groupings in Ontario, as in the case of the rates between Ontario and the Maritime Provinces, the rates are blanketed to and from the whole territory Montreal to Windsor and Sarnia, inclusive, Sudbury to Niagara Falls, all intermediate points and all lateral lines. The reason is apparent—the water lines operate from Montreal, calling at intermediate points to Sarnia, at a common rate to the head of the lakes, while the westernmost points, such as Sarnia and Windsor, can reach St. Paul and thence western Canadian points with a short mileage via Chicago. From and to points east of Montreal it has been the practice to add an arbitrary to the Montreal rate. Montreal, through its geographical situation at the head of ocean navigation, and as the terminal of the western river and lake routes, is a natural breaking point. This group with its blanket rate takes in a large area—Montreal to Windsor, 555 miles—Montreal to Sudbury, 444 miles—Niagara Falls to Sudbury, 337 miles—Windsor to Sudbury, 480 miles. The distance from Montreal, the most easterly point, to Fort William, the head of lake navigation and the rate breaking terminal between Eastern and Western Canada, is 997 miles. From Windsor, the most westerly point, the distance is 1,032 miles. While, of course, the blanket rate covering this territory is justified by the governing conditions outline, points east of Montreal are put to an undue disadvantage in comparison by the addition to the Montreal rate of a scale of arbitraries that does not indicate an equitable continuation of a long haul rate.

Take, for instance, St. John, N.B., to Toronto, Ontario, a distance of 810 miles, split up St. John, N.B., to Montreal, 466 miles, and Montreal to Toronto 334 miles (C.P.R.), rate St. John to Toronto $1.25½ first class. Montreal to Toronto, 83 cents, difference east of Montreal 42½ cents per 100 pounds. Rate Montreal to Winnipeg, 1,417 miles, $2.67½, first class, rate St. John to Winnipeg, 1,885 miles, $3.08½, difference east of Montreal 41 cents. In other words, the difference over Montreal for the long haul to Winnipeg is practically the same for a haul of 1,885 miles as for a haul of 810 miles. This does not indicate the tapering of a through rate that a long haul justifies and is due to the application of a system of rate arbitraries.

The rate from Montreal to Winnipeg is made up on an arbitrary from Montreal to Fort William of $1.39½, first class, plus the regular first-class rate from Fort William to Winnipeg of $1.28. The regular first-class rate Montreal to Fort William is $1.99½. This shows that effect has been given to the tapering process on a long haul by the addition of a reduced rate arbitrary east of Fort William to the full rate beyond. This process should not stop at Montreal. The first-class arbitrary Montreal to Fort William of $1.39½ for 997 miles is represented on the Eastern Schedule A mileage scale by a distance 450 to 475 miles, $1.40, first class, or in other words, by a constructive mileage roughly equivalent to one-half the actual distance. The differences over Montreal should be blanketed by natural division, i.e., one group Montreal to Megantic,

Que., a second, Megantic to St. John, N.B., and the differences should not exceed those that would exist under Schedule A were the actual mileage east and south of Montreal treated in the same manner as that between Montreal and Fort William, thus the Megantic group would be 12 cents per 100 pounds, first class, and 6 cents fifth class, over the Montreal arbitrary of $1.39\frac{1}{2}$, while St. John would be 24 cents first class, and 12 cents fifth class, and Halifax 28 cents first class, and 14 cents fifth class, and other maritime groupings proportionately.

While this Board has no jurisdiction over the Intercolonial and Transcontinental railways, yet, if this principle were adopted on those roads, then, as Quebec, a distance of 1,352 miles from Winnipeg via the Transcontinental railway, takes the Montreal rate of $2.67\frac{1}{2}$, first class, Moncton would naturally take the same arbitrary (as it is to-day) over Quebec rates as St. John, N.B., takes over Montreal rates.

The St. John gateway provides via Canadian Pacific railway the short mileage to Montreal; from Halifax and other points this route and gateway should be maintained to shippers (with the option of Ste. Rosalie) so that the advantage of the short constructive mileage of the Canadian Pacific railway will continue to function as a rate factor.

These arbitraries over Montreal, first class, should be scaled down on the usual relation between classes 1 to 10, and where commodity rates are published will apply as maxima over Montreal at the class of the commodity so treated.

Application of Sault Ste. Marie Board of Trade

Schedule A was established as a result of the *International Rate Case.*

Application was made at the recent hearings, on behalf of the Sault Ste. Marie Board of Trade, asking that the northwestern boundary of the territory in which Schedule A applied should be extended to include the Soo branch to the city of Sault Ste. Marie. The representative of the Board of Trade stated that he understood that the limits were Parry Sound and North Bay.

In the discussion which took place, it was understood that while North Bay had been provided for in the original order, the territory had been extended to cover Sudbury. It appears from checking the rates that an error crept in and that Sudbury is not enjoying the full advantage of the Schedule A rates.

The Schedule A rates equalized certain conditions of water competition and American rail competition. Sault Ste. Marie, which is making the application, is a water competitive point. It appears from checking the rates that both Sudbury and Sault Ste. Marie have to a modified extent been given the advantage of the Schedule A rates. What has been done has been to give the advantage of the Schedule A rates to North Bay. This is something available under the tariff. Then for the mileage beyond North Bay to Sudbury and to Sault Ste. Marie there has been given an arbitrary rate for the additional mileage, which is less than the full Schedule A rates would be for the same mileage; that is to say, what is done is not to give Schedule A rates on the through mileage but Schedule A rates on the mileage to North Bay and less than Schedule A rates on the mileage beyond.

As already stated, the reduction is arbitrary. The tariffs do not disclose any exact percentage reduction.

On consideration of the evidence submitted by the applicant and in view of the fact that the Schedule A territory has been extended to cover Sault Ste. Marie in the way above indicated, it would appear to be justifiable to make provision for Schedule A rates applying as requested, but basing this on the through mileage.

A similar adjustment should be made to Sudbury.

Such additional mileage on the Schedule A scale as is necessary to cover the extension should be provided for.

Mountain Rates—British Columbia

The Judgment in the *Western Rate Case* set out that initial construction and railway operations through the mountains were much more expensive than operation on the prairies. It was set out that "some differences in rates at the present time are not only justifiable but necessary. It is not contended, on behalf of British Columbia, that operation through the mountains is not much more expensive." The judgment held that these higher costs could not be "smeared" over the system so that British Columbia would have the same rates as those applying to the Prairie Provinces.

In the present application, various additional contentions were advanced. Emphasis was laid upon the implications alleged to arise from the steps culminating in Confederation.

What is involved in this is somewhat analogous to what was involved in *Attorney-General for British Columbia vs. Can. Pac. Ry. Co., 8 Can. Ry. Cas. 346*, in which it was held that under the terms of the contract with the Dominion Government for the construction of the Canadian Pacific Railway, dated October 21, 1880, Schedule to 44 Victoria, Chapter 1, the only party who could make any complaint as to their non-observance was the Government of Canada.

Reference was also made to the alleged better climatic conditions existing in British Columbia as affects operating; and there was also set out the conditions which it was contended should be considered as a result of the construction of the Canadian Northern Pacific.

It does not appear necessary to develop the question as to what implications, if any, are to be deduced from the finding regarding the Canadian National, as set out in the Privy Council Order following the appeal from the Board's decision in the so-called "Forty Per Cent Case." It would appear that the opinion of the late Chief Commissioner Mabee, which was quoted with approval in the Western Rate Case by the then Chief Commissioner, Sir Henry Drayton, is applicable here. The opinion in question is: "The question for us to decide is what rates are fair irrespective of how much any company is worth or is not worth."

In view of what is said herein as to the controlling effect of water and United States rail competition in the portion of Canada east of the Great Lakes, the rates there existing cannot be taken as the necessary proper measure of what the British Columbia rate should be.

Under the *Western Rate Case*, a basis of 1½ for 1 was adopted on the Pacific standard tariff. This, with the appropriate mileage grouping in the tariffs applicable, worked out on the average 30 per cent over the Prairie standard. From 80 to 85 per cent of the British Columbia traffic is carried on commodity rates. In so far as these commodity rates are based on percentages of the standard rates, the effects of the standard rate adjustments are carried down, although in much less degree. In the movement on commodity rates of the staples of British Columbia the effect of the Mountain scale is in many cases not apparent.

It is admitted by counsel for the province of British Columbia that the costs are still higher on the British Columbia division than on the Prairie divisions. He refers, however, to costs east of the Great Lakes as supporting

his contentions. As set out herein, it does not appear that deductions from the experience of other sections whose rates are dominated by water and United States railway competition can be controlling here.

Following the reasoning of the *Western Rate Case*, a revision in the Mountain scale as provided for in the Pacific standard is justifiable. On careful consideration, the reduction hereinafter provided for should be made; the Board does not feel justified in going any further.

The rates of the new "Pacific" standard mileage tariff are to be constructed by applying to the "Prairie" standard tariff for distances up to and including 750 miles (the approximate maximum haul in British Columbia) 1¼ miles for 1 mile, and to the rates so produced the 25-mile differences of the "Prairie" standard scale to be added for each 25 miles over 750 miles, so as to produce standard through rates for part Mountain and part Prairie hauls.

The distributing rates from recognized mainland distributing centres in British Columbia other than Vancouver and New Westminster, as well as the tariff between Vancouver and New Westminster and points east thereof, will be constructed from the new standard tariff in the same manner as at present, as prescribed in General Order No. 125, May 30, 1914, and Order No. 31648 of October 11, 1921, respectively.

All commodity mileage rates applying locally between stations in Pacific territory, also on interchange traffic between Pacific and Prairie territory, to be reduced so as to preserve the same relationship to the new standard mileage scale as they now bear to the present scale, such rates, of course, to be the maxima with regard to special commodity rates specifically published.

Rates on grain and grain products from "Prairie" points to stations in British Columbia, for domestic consumption, where now based on "Prairie" mileage scale, but using constructive mileage of 1½ miles for 1 mile for the mountain haul, to be reduced by figuring on 1¼ miles for 1 mile for the mountain haul.

Lumber Rates

As the rates on lumber and forest products, including pulpwood, logs, poles, posts, etc., are to be reduced by 7½ per cent as hereinbefore described, it will be unnecessary to further consider the application of the Canadian Lumbermen's Association.

Excess Baggage

By General Order No. 308, passenger fares were increased by 20 per cent up to and including the 31st day of December, 1920, and by 10 per cent from that date until the 1st day of July, 1921, when the passenger rates reverted to the standard of 3·45 cents per mile, and, by the same order, the rates on excess baggage were increased by 20 per cent. As the rates on excess baggage are built upon a percentage of the passenger fares, it is only logical that, when the passenger fares are reduced, excess baggage should bear the same reduction, and, therefore, it is considered that the rates on excess baggage should go back to the basis prior to September 13, 1920.

Equalization Between the Prairie Provinces and Eastern Canada

In the reference to the Board by the Governor in Council in the appeal in the so-called "Forty Per Cent Case," the Board's attention was directed to the advisability of conducting an investigation to see to what extent existing disparities of rates between different rate sections could be redressed. The reference

was not based on the idea that the disparities were wrong *per se*. Under the Railway Act, not all discriminations or preferences are forbidden. As was developed with a plentitude of example, in the *Western Rate Case*, what is forbidden under the discrimination sections are preferences which are undue or discriminations which are unjust. The burden, therefore, was on the Board in the investigations made to ascertain whether under existing conditions the discriminations in rates existing were discriminations which fell under the inhibitions of the Railway Act.

Counsel for the Provinces of Manitoba and Saskatchewan very frankly and fairly stated, ".. .. I have never at any time said otherwise than that I did not think that of necessity the rate for the same distance for the same commodity should necessarily be the same East as West or West as East. In my opinion, the equal treatment of unequal things is just as bad as the unequal treatment of equal things. I have never advanced, either in argument before this Board or before any other tribunal, or by evidence adduced, anything which would lend itself to the suggestion that I have advocated that any particular rate must of necessity be the same for any particular distance East as West. There are many other factors besides mere distance." Counsel continued that longer hauls were important in the West; shorter hauls in the East.

Counsel in thus defining the issue emphasized that conditions peculiar to each of the rate areas compared must be given weight in determing whether the low rate existing for a given distance in one section is to be taken as the criterion of discrimination in another. In so presenting the matter, he was but following the position so clearly laid down by the late Chief Commissioner Killam in the early decisions of the Board, namely, that mere mileage comparisons do not afford criteria of discrimination, but that all facts material must be given weight. In other words, under the body of regulation which is developed under the Railway Act, mileage is not a rigid yardstick of discrimination; discrimination, in the sense in which it is forbdden by the Railway Act, is a matter of fact to be determined by the Board.

In the course of argument, counsel for the provinces of Manitoba and Saskatchewan emphasized the position that under his view of existing conditions there should be a reduction in grain rates, and, thereafter, there should be reductions on basic commodities, e.g., cattle, lumber, coal and the instruments of production such as agricultural implements.

A further submission was made that articles in Classes 5 to 10, not now covered by commodity rates, should be afforded a reduction. This practically means narrowing down to Classes 5 and 7, as Class 9, which is concerned with cattle, is unimportant from a rate standpoint, cattle moving on a commodity rate. Coal, lumber, and grain also move on commodity rates.

As already pointed out, a reduction, under statute, has been made in the rates on grain and flour. Through the Board's instrumentality, a reduction on cattle was made. The articles of lumber and coal are dealt with specifically in the present judgment.

Reference has been made to the greater earning power of Western lines, it being contended there is a greater earning power both gross and net. At the same time, the larger mileage in the West, specific reference being made to the Canadian Pacific mileage, may be noted.

The fundamental matter, however, in the present application, so far as the position of Manitoba and Saskatchewan is concerned, is in terms of the reference to the Board by the Governor in Council, to ascertain whether there is an unjustifiable discrimination existing as between the rates applicable in the provinces of Manitoba and Saskatchewan and the rates applicable east of the Lakes.

Alberta was not represented by counsel; but what may be found in regard to the justification or otherwise of the difference between rates in Manitoba and Saskatchewan as compared with the section east of the Lakes will have application to the situation in Alberta as well. While it is set out, as above, that Alberta was not represented by counsel, it may be said that counsel for the province of British Columbia dealt with certain phases of the situation concerned in his application as if the interests of Alberta and British Columbia were more or less identical. At the same time, it is not set out in the record by any submission from the province of Alberta that counsel for British Columbia was representing Alberta.

In dealing with the situation as between Manitoba and Saskatchewan on the one hand and the section east of the Lakes on the other, the very fair and candid statement made by counsel for the provinces of Manitoba and Sackatchewan, which was in substance that mileage is not the fundamental criterion of discrimination, must be given weight. It is necessary to look to the particular facts affecting the rate adjustments in the particular sections.

The *Western Rates* judgment, in dealing with the establishment of special class rates from Lake Superior and Pacific Coast termini, stated, *inter alia*, that as to lake termini between Port Arthur, Fort William and Westfort and points west thereof, there should apply to and from points east of Winnipeg the Prairie territory town tariff basis, subject to the rates to Winnipeg and St. Boniface as maximum; that to and from Winnipeg and St. Boniface the rates should be no greater than those of the Prairie standard tariff for 290 miles; that to and from points beyond Winnipeg within Prairie territory the maximum first-class rates were to be those of the Prairie standard tariff for the through-mileage, made up of actual distance beyond Winnipeg added to the above-mentioned assumed mileage of 290 miles east of Winnipeg.

The Judgment in the *Western Rates Case* sets out how this constructive mileage of 290 miles east of Winnipeg on the movement from the lake termini was arrived at. The essence of the arrangement is that the mileage from the Lake to Winnipeg being 424 miles, there is a concession of 134 miles on the movement concerned. This was built up on rate conditions which had developed in the West. There is not the same arrangement existing on a movement from the East to Fort William.

Here, again, the particular facts of the section in which the rate adjustment is made must be considered, and it does not follow that the arrangement herein referred to would be a criterion of discrimination in connection with a complaint as to a different rate adjustment east of the Lakes.

Having in mind the special conditions of the territory west of the Lakes, a special rate adjustment has been made on the very important commodity of agricultural implements. In the shipment of these from points in Eastern Canada, e.g., Hamilton to Montreal, inclusive, the rate to western points is on the Chicago basis, that is, the rate from Chicago to said points applies. In view of the system whereby the rates east of Montreal are built up on differences over that point the effect of this rate reduction is carried further east in so far as originating points shipping to the Prairie Provinces are concerned. This again, is based upon special traffic conditions, and would not necessarily afford a criterion of unjust discrimination in respect of a different treatment in the East in regard to similar mileages concerned.

In the presentation of counsel for the provinces of Manitoba and Saskatchewan, reference was made to the difference in classification basis. In the East, the 5th-class rate is one-half of 1st. In the West, the 4th-class rate is one-half of 1st. Reference was made to this as showing, *inter alia*, a considerable

difference as affecting the important 5th class; and since the distributing rates are built up by taking a percentage off, it was contended that this difference was carried down into the distributing rates.

In general, the apparent conclusion counsel had in mind was that the Board should construct a basis of its own.

As especial reference was made to the 5th class, some comments in this connection are necessary. In Eastern Canada, the 5th class is 50 per cent below the 1st; in Western Canada it is 55 per cent. It may be remarked in passing that in Eastern Canada the 4th class is 37½ per cent below the 1st-class rate, while in Western Canada it is 50 per cent below the 1st-class rate. Putting it in another way, if the 5th-class rate is taken and scaling is made up to the 1st, then in Eastern Canada the 4th-class rate is 25 per cent above the 5th-class rate, while in Western Canada it is 10 per cent above the 5th-class rate.

It was suggested by counsel that the Board should construct a standard of its own, taking the foundation of the Western American Classification.

If the Western scale were constructed with the relationship between the classes in conformity with the Eastern scale, starting with the 1st-class rating in the Western scale and scaling down the other classes under the Eastern plan, this would result in a large increase in the rates for all classes below the 1st.

If one-half of the 1st class in the West were taken and put in the position of one-half of the 1st class in the East, this would mean taking the present Western 4th class, which is one-half of 1st, and putting it in the position of the Eastern 5th class, which is one-half of 1st, and then scaling the other classes on the Eastern plan, the result of this would be to produce the same result as the other method just mentioned.

The question of the standardization of the Western rate scales is dealt with in the judgment of the *Western Rates Case*, in section 19, under the heading of "Standardization." Reference may be made to this as bearing on the history of the development. The citation set out in the judgment, in the report of the Board's Chief Traffic Officer, the late Mr. Hardwell, emphasizes the advances which would take place if the Western rate scale were standardized on the Eastern Canada basis.

Bound up to the difference in classification basis is the difference in one of the fundamental rules of the Classification, namely, that concerned with the mixing privilege. As a result of a compromise arising out of the strong position taken by the Western jobbers, the more liberal mixing rule of the East is not applicable west of Fort William. West of Fort William, the mixing rule is limited by the trade list principle, and in general, favour is shown, judging from resolutions filed with this Board by representative trade bodies in the Prairie Provinces, to limiting the mixing rule, to articles normally moving in carload quantities. This, again, emphasizes a difference in traffic conditions as between the East and the West.

At a meeting held in Winnipeg on April 26, 1921, at which there were present representatives of the Boards of Trade of Brandon, Calgary, Edmonton, Lethbridge, Montreal, Moose Jaw, Regina, Toronto, Vancouver, Winnipeg and the Saskatoon Chamber of Commerce, as well as representatives of the Canadian Manufacturers' Association, there was under discussion the question of a change from the trade list principle in the Classification; and the following resolution was passed:—

> 1. It was decided that in the best interests of both Eastern and Western Canada rule 2 and the trade lists of the present Classification should be continued and substituted for proposed rule 10 of the Canadian Freight Classification No. 17.

2. It was also decided that a Classification Committee representing Western Boards of Trade or other business organizations and railways be named to consult with the present Eastern Classification Committee in connection with the provisions of the new Classification.

3. It was further the opinion of the meeting that there should be no disturbance at the present time in the present class rate relationships now existing in Eastern and Western Canada as a result of the finding of the Board of Railway Commissioners in the inquiries conducted in the Eastern and Western Rate Cases and orders issued in relation thereto, and subsequent orders.

4. The chairman of this meeting was instructed to submit a copy of this resolution to the Board of Railway Commissioners to-morrow.

It may be noted that the Saskatoon Chamber of Commerce dissented from paragraph 3, and the representative of the Vancouver Board of Trade stated he could not vote in favour of the resolution but would submit it to his Board of Trade.

It thus appears on the records before the Board that in regard to classification arrangements there are differences of traffic interest between the Prairie Provinces and the territory east of the Great Lakes. It appears that commercial conditions in the West emphasize a preponderating movement of traffic in carlots and, consequently, any standardization which would effect an increase on the distinctly carload classes would bring about a serious dislocation of business. Here, again, the situation is that differing conditions have brought about different practices and rules, and the rule or practice existing in one section and giving a different treatment is not a necessary measure of discrimination in another section.

Counsel for the provinces of Manitoba and Saskatchewan stated that there was a difference in average hauls east and west, and while stating that in various cases the shorter hauls were at much lower rates in the West than in the East, he contended that the important matter in the West was the long haul. It is a legitimate deduction from this to say that the level of the rate in the East being, according to counsel's submission, concerned with an average short haul, affords no necessary criterion of what the rate should be on longer haul traffic in the West.

It was testified by the Canadian Pacific Railway Company that its rates on building materials in the prairies were lower than in Eastern Canada, there having been taken into consideration the necessities in connection with supplying shelter.

The examples given are illustrative of the fact that differing commercial conditions have brought about differing traffic rates and arrangements, and simply attract attention to the position that it is not in the abstract rates but in the concrete conditions that the measure of determining whether the rate structure is discriminatory or otherwise must be found.

In the *Western Rate* Judgment, after a very careful analysis of the rulings of the Board in the matter of discrimination and searching analysis of traffic conditions, the Board found that water competition, generally speaking, was effective in the East. It found that, in the main, the rate structure of Eastern Canada was justified on the basis of water and rail competition; and the following language was used:—

> "For the reasons stated, I am of the opinion that while discrimination exists between the rates charged east and west of Port Arthur, the discrimination is justified under the Railway Act and the decisions of the Board already referred to. It is neither undue nor unjust."

See section 9 of the Judgment in question.

In the hearings before the Board in the present case, considerable attention was devoted to the matter of water competition in its bearing upon rates in Eastern Canada. Counsel for the provinces of Manitoba and Saskatchewan was disposed to minimize the importance of this water competition. It is true that on account of tonnage readjustments arising out of the war and the incidents thereof there have been fluctuations in the water-borne tonnage, yet this does not detract from the fact that from the ocean well into the middle of the continent there is a water highway on which vessels are free to go and come, not tied down to any particular route, and not involving the large fixed investments which are essential to railway transportation. It is also true that adjacent to this section of Canada are the rail lines of the United States which are equally subject to the effect of this water-borne traffic; and it does not appear that any vital change in this respect has taken place since the date of the decision in the Western Rate Case.

While as a consequence, naturally to be expected, from difference of conditions, many prairie rates have a spread over the eastern rates, the course of the decisions of the Board, including the present decision, has been to narow this spread wherever possible.

The matter has been put in a succinct way in the evidence before the Special Committee appointed to consider railway transportation costs. Counsel who appeared before the Board for the provinces of Manitoba and Saskatchewan represented these provinces, as well as Alberta, before the committee. At page 300 of his evidence, in dealing with the different scales, he said:—

> "First, there is the Eastern scale which, as I will develop later, is held down by maximums created by water competition, potential and otherwise, and by American rail competition."

Again, at page 301, in summarizing the provisions of the Railway Act in regard to discrimination, he used the following language:—

> "The railways, when we replied that we were discriminated against in respect of Eastern rates, answered, and the Board has held it to be a good answer. True, there is a disparity, a discrimination, and I propose to give you the four or five decisions in all the rate cases to that effect, that there is discrimination, a disparity against us, but the railways have satisfied the onus of showing that it is not unjust or undue, because railway rates in the east are held down by water competition and American rail competition, something they cannot control, and therefore that excuses that discrimination."

The Board holds that the difference in rates as between the Prairie Provinces and Eastern Canada as referred to do not constitute an unjust discrimination or undue preference.

Conclusions

All steam railways in Canada under the jurisdiction of this Board shall file tariffs, effective the first day of August next, providing for the following reductions, viz:—

(*a*) On the articles, other than grain and flour, hereinbefore referred to as basic commodities, namely,—forest products, building material, brick, cement, lime, and plaster, potatoes, fertilizers (other than chemicals), ores, pig-iron, blooms, billets, wire rods, and scrap iron, a decrease of 7½ per cent from the increase given by General Order No. 308 and any other orders affecting the said commodities issued since that date, which will hereafter leave the increase granted by said General Order No. 308, in Western Canada, at 12½ per cent and,

in Eastern Canada, at 17½ per cent; the term " forest products " as set out in such list is to be defined as follows:—

In the territory east of Port Arthur, Ontario, in accordance with the list of commodities shown in C.P.R. tariff C.R.C. No. E-3818 as taking rate basis " A ": in the tariffs from British Columbia to prairie points on the commodities taking Group A and Group B rates, as shown in C.P.R. tariff C.R.C. No. W-2573: and from stations in Alberta and British Columbia to stations in Eastern Canada, in accordance with the Canadian Freight Association tariff C.R.C. No. 30; also on pulpwood west of Port Arthur, Ontario.

In cases where reductions heretofore granted or ordered upon these commodities have not amounted to 7½ per cent as above described, they shall be reduced to that point, and where they exceed 7½ per cent, they will remain as they are at present.

These reductions are made upon the same basis in both Eastern and Western Canada with the object of preserving the same spread between these territories as was provided by General Order No. 308.

(*b*) On coal, other than anthracite and coal from the head of the lakes westward, all increases provided for by General Order No. 308 to be rescinded;

(*c*) On commodities moving under class and commodity rates between points east of Montreal and points west of Port Arthur and Fort William, the establishment of arbitraries as provided for herein;

(*d*) On the territory between North Bay and Sault Ste. Marie, Schedule A rates to be applied;

(*e*) Mountain rates to be reduced to the basis provided for herein; and

(*f*) The increase in excess baggage rates, as provided for in General Order No. 308, to be eliminated.

With the above exceptions, all tariffs now in effect, either under the provisions of General Order No. 308, as amended by General Order No. 350, or as the result of voluntary action by the carriers, shall remain in force.

GENERAL ORDER No. 366

In the matter of freight tolls—1922

File Nos. 30531, 30685, 30686, and 30686.2

Friday, the 30th day of June, A.D. 1922.

Hon. F. B. Carvell, K.C., *Chief Commissioner.*
S. J. McLean, *Assistant Chief Commissioner.*
A. C. Boyce, K.C., *Commissioner.*
J. G. Rutherford, C.M.G., *Commissioner.*
C. Lawrence, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Vancouver, April 7 and October 17, 18, 19, and 20; Victoria, April 11; Kamloops, October 26; Nelson, April 15 and October 29; Calgary, April 18 and October 31; Edmonton, April 20 and November 2; Saskatoon, April 21 and November 3; Regina, April 22 and November 4; Brandon, April 23; and Winnipeg, April 25 and November 8 respectively, 1921; and in Halifax, January 17; St. John, January 19; and Ottawa, February 15, 16, 17, 20, 21, and 22, and March 13 to 30, respectively, 1922—in the presence of counsel for and representatives of the provinces of Nova Scotia, New Brunswick, Manitoba, Saskatchewan, and British Columbia, the Maritime Board of Trade, the Boards of Trade of Halifax, Montreal, Toronto, Sault Ste. Marie, Winnipeg, Calgary, Nelson, Lethbridge, Edmonton, the Cana-

dian Manufacturers' Association, the Railway Association of Canada, Canadian Lumbermen's Association, Limited, Canadian Retail Coal Dealers' Association, Dominion Millers' Association, United Farmers of Manitoba, United Farmers of Alberta, United Grain Growers, Saskatchewan Grain Growers' Association, Wholesalers' Association of Calgary, Western Canada Live Stock Union, Canadian Aberdeen-Angus Association, Amherst Foundry, J. W. Cunningham Company, Stetson Cutler & Company, Saskatchewan Co-operative Elevator Company, W. Malcolm McKay, Limited, Northern Foundry and Machine Company, the Canadian Pacific and Grand Trunk Railway Companies, and the Canadian National Railways, and what was alleged at the hearings—judgment, dated June 30, 1922, was delivered by the Board, a certified copy of the said judgment being attached hereto marked "A",—

The Board orders: That all railway companies operating steam railways, subject to the jurisdiction of the Board, be, and they are hereby, required forthwith to file tariffs giving effect to the rates prescribed and authorized by the said judgment, which is hereby made part of this order; the effective date of the said rates to be August 1, 1922.

F. B. CARVELL,
Chief Commissioner.

IN *re* AVENUE ROAD SUBWAY, TORONTO, C.P.R.

Judgment of Chief Commissioner, August 30, 1922, assented to by Assistant Chief Commissioner in separate Judgment, September 8, 1922, concurred in by Commissioner Boyce and by Commissioner Rutherford in part by separate Judgment October 3, 1922.

This case arises out of the North Toronto Grade Separation, carried on some years ago under orders of this Board. Most of the matters were settled by agreement, and, finally, on the 26th day of December, 1919, by Order No. 29160, the Board ordered that the Toronto Street Railway Company pay to the Canadian Pacific Railway Company the sum of $13,807.01, with interest until paid, and reserved that portion of the account headed "Land and damages" for settlement between the parties, or, in the event of their failure, for further order of the Board.

As they failed to agree among themselves, the Board instructed Mr. George A. Mountain, its Chief Engineer, to investigate and report, and, after several conferences with representatives of the interested parties, he did so on the 11th day of March, 1922, as follows:—

"March 11, 1922.

"A. D. CARTWRIGHT, Esq.,
"Secretary, B.R.C.,
"Ottawa, Ont.

"DEAR SIR,—

File 12021-70, North Toronto Grade Separation. Land damages at Avenue Road between Canadian Pacific Railway and Toronto Railway Company.

"This matter was referred to me after I had settled with the parties the question of the cost of the subway in so far as the construction was concerned. Then the matter was to be further taken up as regards land damages. The last meeting was held in Toronto on March 4, 1922. Mr. C. H. Rust represented the Toronto Railway Company and Col. R. Ripley, the Canadian Pacific Railway. We thoroughly discussed all the items in dispute and I beg to make the following report:—

"I will take the items in order as shown on the statement submitted by the Canadian Pacific Railway.

"1st. Purchase of houses Nos. 216 and 218 required for diversion of Marlborough Place.. .. .. $16,287 00

"This was necessitated by reason of the construction of the subway and I consider it fair and reasonable.

"2nd. Blake and Redden, London, England, Costs *re* opposing Toronto Railway Co. Appeal.. .. .. .. 407 86

"This was in connection with some legal matters and Mr. Flintoft agreed not to ask me to report on it, as he would arrange a settlement of it with Mr. McCarthy.

"3rd. H. H. Williams services negotiating *re* damages.. .. .. 200 00

"I consider this item fair and just.

"4th. H. H. Williams' services negotiating *re* damages.. .. .. 200 00

"I consider this fair and just.

5th. Damages sustained *re* Canadian Pacific Railway houses on Avenue Road at northwest corner Avenue Road and MacPherson Avenue.. .. .. 5,962 50

"This is in connection with a row of houses which were no doubt damaged by reason of the approach ramp cutting down the highway in front of it. The Canadian Pacific Railway, acting for the parties in the construction of this North Toronto Grade Separation, decided to buy the whole of these houses so as to eliminate the damage. They held them for a considerable time and Mr. Ripley advised me that they have since sold them all but one, I think. Mr. Ripley advised me that they have suffered no loss in this connection. Therefore, in my opinion, I do not think that there should be any damages assessable in this case. There was no money changed hands and it does not appear to me to warrant any charge against the subway. I am, therefore, cutting out this item entirely.

"6th. Additional strip of land required for two track subway, 16,000 sq. ft. at 90 cents.. .. .. $14,400 00

"The Canadian Pacific Railway were required to build a two track subway and they were permitted, on the north side, to use a strip 15 or 20 feet for a slope, or in lieu thereof, a retaining wall. Before the work was started, the Canadian National Railway came to an agreement with the Canadian Pacific Railway and decided to build a four-track subway. Therefore, the land required for the slope was covered by the Canadian National Railway tracks. In other words, the embankment of the Canadian National Railway track passed entirely north of the embankment of the Canadian Pacific Railway and eliminated the necessity of either building a retaining wall or using land for the Canadian Pacific Railway slopes. Therefore, there was no purchase made. No money changed hands and I cannot see that this charge, which is purely hypothetical, should be laid against the cost of the subway, but there is an item of $3,075, included in the amount of $14,400, for a triangular piece of land which I think, in all fairness to the Canadian Pacific Railway,

they should be allowed. It is on Lot 79, at the southwest corner of Avenue Road and MacPherson Avenue.

"To sum up, I think the items shown below and dealt with singly in this report are fair and just and should be a charge to land damages caused by grade separation of the Avenue Road Subway.

"Item No. 1—Purchase of houses required for diversion of Marlborough Place	$16,287 00
"Item No. 3—H. H. Williams services negotiating *re* damages	200 00
"Item No. 4—H. H. Williams services negotiating *re* damages	200 00
"Item No. 6—Triangular piece of land on Lot 79 southwest corner of Avenue Road and MacPherson Avenue	3,075 00

"Of these items, 10 per cent is chargeable to the Toronto Railway Company under the Order. Interest should be added from the date of purchase to the present time, as it is over a period of 10 years. I presume that the rate of interest might vary, but that could be figured out by both parties.

"I would suggest that a copy of my report be sent to each party for any comments they wish to make thereon.

"Yours truly,

"GEO. A. MOUNTAIN,
"*Chief Engineer.*"

A copy of this was sent to the Canadian Pacific Railway Company and the Toronto Street Railway Company, but, as the former declined to accept the report, the matter came before the Board for a hearing on the 5th day of May last, at which the Canadian Pacific Railway Company and the Toronto Street Railway Company were represented by counsel, and at which the city of Toronto failed to appear, stating in a letter to the Board, dated the 2nd day of May, 1922, that its interests were identical with the C.P.R. and that it was not a party to the exceptions taken by the Toronto Railway Company and had no objection to urge the adjustment determined by Colonel Ripley.

There was no objection to the following items:—

No. 1—Purchase of houses required for diversion of Marlborough Place	$16,287 00
No. 3—H. H. Williams services negotiating *re* damages	200 00
No. 4—H. H. Williams service negotiating *re* damages	200 00

Item No. 2.—At the hearing it was evidenced that some portion of this had been paid by way of taxed costs, and I did not think the Canadian Pacific Railway Company were pressing very hard for its inclusion.

Two important items, however, were discussed, upon which this Board must make a decision. These were:—

Item No. 5—Damages sustained *re* Canadian Pacific Railway houses on Avenue Road at northwest corner Avenue Road and MacPherson Avenue	$ 5,062 50
Item No. 6—Additional strip of land required for two track subway, 16,000 sq. ft., at 90c	14,400 00

In Mr. Mountain's report he stated that he had been advised by Mr. Ripley that they had sold all these houses but one and that they had suffered no loss in this connection, and, therefore, Mr. Mountain decided it should not be included in the amount chargeable in part to the Toronto Street Railway Company. At the hearing, Mr. Ripley admitted that he had made practically the same statement to Mr. Mountain as appears in the report, but, on further investigation, found he was in error, and the Canadian Pacific Railway filed a statement as follows:—

FINANCIAL STATEMENT ON C.P.R. HOUSES, AVENUE ROAD, CORNER AVENUE ROAD AND MACPHERSON AVENUE

Purchase price in 1910	$35,150 00	
Purchase expense 2½ per cent	878 75	
Interest to 1919—9 years at 5 per cent	15,817 50	
Taxes paid on above property	6,091 13	
Sales expense 2 per cent on $22,700—see below	454 00	
Insurance $52.50 for 9 years	472 50	
Repairs 1 per cent per year—9 years on $30,510	2,745 90	
		$61,609 78
Sold five houses in 1919 for	22,700 00	
Value 2 houses left over (1919 values)	8,500 00	
Credit for No. 260 which would have remained	4,640 00	
Rents received	19,522 96	
		55,362 96
Loss on properties		$ 6,246 82

Bill showed $5,962.50 in November, 1919.

On further investigation, Mr. Mountain reported to the Board that, at a conference between Colonel Ripley, Mr. Rust, and himself, on the 23rd of June last, they went over these items again, and it was agreed that Item No. 5, $5,962.50 should be allowed, but they did not agree as to the question of interest upon this amount, and, therefore, this item should be allowed in making up the total paid by the Canadian Pacific Railway for land damages.

This brings me to the important question in dispute between the parties, viz., item No. 6, being the 16,000 square feet of land required for a two track subway, amounting to $14,400. It is agreed by all parties that, if payment for this strip of land is to be allowed, then the figures are correct.

I find that the work was authorized by Order No. 22855, dated the 12th day of November, 1914, which is as follows:—

ORDER NO. 22855

"THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA"

In the matter of the apportionment of the cost of the grade separation work at North Toronto (exclusive of Yonge Street).

File No. 12021.70

THURSDAY, the 12th day of November, A.D. 1914.

"D'ARCY SCOTT, *Assistant Chief Commissioner.*
"S. J. MCLEAN, *Commissioner.*
"A. S. GOODEVE, *Commissioner.*

"Upon the hearing of the matter at the sittings of the Board held in Ottawa, May 5, 1914, in the presence of counsel for the city of Toronto, the Canadian Pacific Railway Company, and the Toronto Street Railway Company, and what was alleged—

"*It is Ordered:*

"1. That ten per cent of the cost of the separation of grades at Avenue Road, North Toronto, be borne and paid by the Toronto Street Railway Company.

"2. That twenty per cent of the cost of the subways at Davenport road, Spadina road, and Howland avenue (not exceeding $5,000 in any one case) be paid out of the 'Railway Grade Crossing Fund.'

"3. That after deducting the contribution from the Toronto Street Railway Company and the 'Railway Grade Crossing Fund' (leaving Yonge street out of consideration), twenty-five per cent of the remainder be borne and paid by the city of Toronto; the said contributions to be based upon the cost of the work necessary to elevate two tracks with thirteen-foot centres, on the Canadian Pacific Railway, as shown on the plan approved herein, and the construction of the necessary subways, together with and including the cost of making connections with and alterations to sidings in existence on the 26th day of May, 1912, in order to give proper access thereto; the city's contribution to be for all highways at which grade separation is effected, except Yonge street, from the east of Summerhill avenue to a point where the grade runs out west of Dovercourt road.

"4. That the remainder of the cost of the said work be borne and paid by the Canadian Pacific Railway Company."

"D'ARCY SCOTT,
"Assistant Chief Commissioner,
"Board of Railway Commissioners for Canada."

The interpretation of section 3 of this order, in my judgment, is the whole matter to be decided.

At first, it was the intention to elevate the tracks of the Canadian Pacific Railway Company alone, and, later on, it was decided that the Canadian Northern Ontario Railway tracks should also be elevated and should run alongside of those of the Canadian Pacific Railway. After certain payments from the Railway Grade Crossing Fund, 10 per cent of the total cost was to be paid by the Toronto Street Railway Company, 25 per cent by the city of Toronto and the remainder by the Canadian Pacific Railway Company, "the said contributions to be based upon the cost of the work necessary to elevate two tracks with thirteen-foot centres on the Canadian Pacific Railway as shown on the plan approved herein, and the construction of the necessary subways, together with and including the cost of making connections and alterations to sidings in existence on the 26th day of May, 1912, in order to give proper access thereto."

As I construe this clause, the cost of this work is to be ascertained by the necessary cost of elevating two tracks with thirteen-foot centres on the Canadian Pacific Railway, and it seems to me that, in arriving at the cost with this statement as a basis, it is unimportant whether the two tracks were actually constructed by themselves or in conjunction with the Canadian Northern Railway Company. It is alleged, and I believe correctly, that the Canadian Pacific Railway did not actually purchase the land in question, because, instead of using it for their northern slope, their embankment was maintained by the construction of the Canadian Northern, and, therefore, Mr. Mountain feels that, as the land was not actually purchased, it should not be included in the cost.

I regret to say I am unable to agree with this contention. It was a method provided by the order of this Board for ascertaining the cost, and, once the quantities and prices are admitted, it seems to me there is no way of eliminating

this item. It is unnecessary to go into the arguments advanced by the railway companies showing where large savings were made in the cost of the work by reason of the construction of the Canadian Northern road, all of which enured to the benefit of the Toronto Street Railway. The words in clause 3 of the order herein referred to provide the method by which the cost is to be ascertained, and, therefore, must be construed literally, and the $14,400 should be included in the cost of the work.

I, therefore, find that the total cost of this work would be as follows:—

Item No. 1	$16,287 00
Item No. 3	200 00
Item No. 4	200 00
Item No. 5	5,962 50
Item No. 6	14,400 00

As the question of interest was not settled by the parties, I think it should be allowed on items No. 1, No. 3, and No. 4, at the rate of 5 per cent per annum from the date of the order authorizing the work, viz., the 12th day of November, 1914, to date, which would amount to $2,450. As to item No. 5, no agreement having been made and it being made up of a number of items and part of the property remaining unsold, I have allowed interest for two years at 5 per cent, amounting to $596.25. As to item No. 6, as this was for land which was not actually purchased, I do not see that the railway company would be entitled to interest thereon, and, therefore, allow no interest on this item. This would make a total of $37,049.50 for principal and $3,046.25 for interest, or a total of $40,095.75 as the amount due the Canadian Pacific Railway Company. Under the order, the Toronto Street Railway Company would pay 10 per cent thereof, amounting to $4,009.57, and an order should issue accordingly.

McLean, Assistant Chief Commissioner:

Under section 12, subsection 2, the point involved as to item No. 6 being a question of law, the opinion of the Chief Commissioner who presided prevails At the same time, I may say that I have carefully examined the record of the hearing of the Board in connection with which after the hearing on May 5, 1914, Order No. 22855 issued on November 12, 1914.

The record shows that there was specifically presented to the Board in argument by the Canadian Pacific Railway Company the proposition that the Board should, as to the distribution of cost—the situation as to the Canadian Northern Railway Company being covered by statutory obligation—direct its attention to considering the separation of grades of the Canadian Pacific Railway alone, and it was set out that it was proper to consider the Canadian Pacific grade separation independently of the additions made to cost by the Canadian Northern coming alongside of the Canadian Pacific, and that it was this cost of the Canadian Pacific independently considered that should be borne in mind in making the apportionment.

Subsequent to the hearing, a draft order was prepared and forwarded to counsel for the city of Toronto, the Canadian Pacific Railway Company, and the Toronto Street Railway Company. The Canadian Pacific Railway Company, through its counsel, suggested in letter of October 27, 1914, that clause 3 of the draft Order should read as follows—

> "That after deducting the contributions from the Toronto Street Railway Company and the 'Railway Grade Crossing Fund' (leaving Yonge street out of consideration) twenty-five per cent of the remainder be borne and paid by the city of Toronto; the said contributions to be based upon the cost of the work necessary to elevate the two tracks on the Canadian Pacific right of way as shown on plan and the construction of the necessary subways, together with and including the cost of making

connections with and alterations to sidings and tracks now existing and as shown on the said plan and located on both sides of the Canadian Pacific right of way in order to give proper access thereto, the city's contribution to be for all highways at which grade separation is effected, except Yonge street, from east of Summerhill avenue to a point where the grade runs out West of Dovercourt road."

In addition to the draft order having been sent to counsel for the city of Toronto and the Toronto Street Railway Company, there was also sent to them a copy of clause 3 as proposed by Mr. Beatty, for their submissions in connection therewith.

Mr. Geary, in his letter of November 3, 1914, used the following words:—

"My recollection is that there was considerable argument on the question of what tracks were to be elevated, and it was concluded that what should be elevated is 'two tracks'. Mr. Beatty's suggestion is to elevate the 'two tracks' as shown on a plan. This, of course, will probably mean a much wider fill in as much as the tracks are further apart than is necessary. What I understood was that there was to be track elevation, in the cost of which the city was to share, of sufficient dimensions to hold two tracks of the Canadian Pacific railway at the usual centres. This was in acceding to the contention of the city that the result of any other disposition would be to enable the Canadian Pacific Railway to build, at the joint cost of the Canadian Pacific Railway and the city, a viaduct wide enough to accommodate, not only two tracks of the Canadian Pacific Railway, but a track of the Canadian Northern, and in that way, to obtain from the Canadian Northern a substantial contribution to the cost, for which contribution the city would get no credit whatever. If the Canadian Pacific Railway wants a wider viaduct than is necessary to accommodate two tracks, it should be at its own expense, which expense, no doubt, in the end would be largely borne by the Canadian Northern Railway."

No communication by way of comment on clause 3 was received from counsel for the Toronto Street Railway Company. Thereafter the order issued on November 14, as indicated.

By reference to clause 3 of the order as issued it will be found that there are three differences in wording as between the draft clause proposed by the Canadian Pacific Railway Company after receiving the draft and the order as issued. The following shows in a comparative way the provisions of clause 3 of the order as issued and the provisions contained in Mr. Beatty's draft, the differences in the latter being shown by the words in brackets and italicized:—

That after deducting the (*contributions*) contribution from the Toronto Street Railway Company and the Railway Grade Crossing Fund (leaving Yonge street out of consideration) twenty-five per cent of the remainder be borne and paid by the city of Toronto: the said contributions to be based upon the cost of the work necessary to elevate (*the two tracks on the Canadian Pacific right of way as shown on plan*) two tracks, with thirteen foot centres on the Canadian Pacific Railway as shown on the plan approved herein and the construction of the necessary subways together with and including the cost of making connections with and alterations to sidings (*and tracks now existing and as shown on the said plan and located on both sides of the Canadian Pacific right of way*) in existence on the 26th day of May, 1912, in order to give proper access thereto; the city's contribution to be for all highways at which grade separation is effected, except Yonge street from east of Summerhill avenue to a point where the grade runs out west of Dovercourt road.

While no reasons for judgment issued on the 1914 hearing referred to, it is evident from the argument at the hearing and the submissions made in regard to the form of draft order that the point involved in Mr. Beatty's argument was fully considered by the Board, and the form of the order considered in connection with what is contained in the record makes clear that the words "the said contributions to be based upon the cost of the work necessary to elevate two tracks with 13-foot centres on the Canadian Pacific Railway as shown on the plan approved herein" were designedly drafted with a view to making explicit that the computations as to contribution were tied up to a structure providing for two tracks of the Canadian Pacific, and the necessary expenses in connection with the construction thereof.

I agree in the disposition of the various matters involved as set out in the reasons for judgment of the Chief Commissioner.

COMMISSIONER RUTHERFORD:

I concur in the judgment of the Chief Commissioner, except as to crediting the Canadian Pacific Railway Company with item No. 6, in that company's statement of expenditures in connection with Avenue Road subway, as referred to in the said judgment.

This item No. 6 involves a sum of fourteen thousand, four hundred dollars ($14,400) which the Canadian Pacific Railway Company has charged, as being the price of 16,000 square feet of land included in the original estimate of cost, on the presumption that the land in question would have to be purchased by the railway company, in order to elevate its two tracks with thirteen-foot centres, as provided in the agreement. The said sum of fourteen thousand, four hundred dollars ($14,400) with interest on same ($5,337.86) is included in the total of $51,809.58 as shown by the Canadian Pacific Railway Company's statement which forms the basis of the apportionment of charges to the city of Toronto and the Toronto Street Railway Company.

Owing to the participation of the Canadian Northern Railway Company in the construction of these subways, which necessitated the purchase and use by that company of the 16,000 square feet of land in question, the said land was not actually purchased by the Canadian Pacific Railway Company, and its purchase price should therefore, in my opinion, not be allowed.

The Chief Commissioner, in his judgment, refuses to allow the Canadian Pacific Railway Company the interest on the amount for the eight years which have elapsed between 1914 and 1922, on the ground that the land was not actually purchased.

I agree that the Canadian Pacific Railway Company is not entitled to this interest, but I cannot agree that it is entitled to the principal, or to the interest which, inferentially, the sum involved will earn in the future.

APPLICATION OF CITY OF HAMILTON *re* CROSSING TRACKS T.H. & B. RAILWAY AND G.T.R. BY STORM OVERFLOW SEWER IN CITY OF HAMILTON

Judgment of Commissioner Boyce, October 26th, 1922, concurred in by Commissioner Lawrence, and Assistant Chief Commissioner under separate Judgment dated October 30, 1922.

These cases were heard together, the arguments of Counsel being confined to the question as to the distribution of the cost of the works, which the City asked for permission of the Board to carry on. The work, common to all the applications, was the laying of a sewer, or a "storm overflow sewer," under the tracks of the railways, respectively, where they cross the streets in the city of Hamilton, referred to in the application of the city.

There is no dispute in any of the cases as to the necessity for the work. In every case the railway concerned raises no objection to the work being performed, and were it not for the special feature of the application by the city in insisting that the railway company should pay the cost of the work involved in extending the sewer across its tracks, and, where necessary (as in two of the applications) the cost of raising the railway tracks, the application would, upon the consent to the work, be of a nature provided for by section 269 (subsection 3) of the Railway Act, and the regulations passed thereunder, and no order of the Board would have been necessary.

In each case, therefore, an order of the Board was made authorizing the work, and reserving the question of the apportionment of the cost thereof for further consideration.

The main contention of the city to which argument was directed at the hearing, and in subsequent submissions, was that, the city street involved in each case being senior (a statement not disputed by the railway concerned) its seniority continued and subjected the railway concerned to the payment of the extra cost involved in the crossing of that railway by the storm overflow sewer which the city was laying along the street, by analogy to the principles generally followed by the Board in applying what is known as the "Senior and Junior rule" to the crossing of the railways by highways. The argument of Mr. Waddell, K.C., for the city involved, *inter alia*, the contention that the soil and freehold in the city street, crossed by the railway was vested in the city, and that the freehold carried with it the right to the subsoil, and that the placing of a storm overflow sewer by the city under its streets was a necessary and proper user of its own property to which the railway, at its crossing, became subject, as junior in point of time of establishment, with consequent liability to contribute the additional cost involved in carrying such sewer along the street under the railway.

Argument was also directed to the question as to the status and title of the city as regards its streets, and while a conclusion one way or another upon such contentions as were advanced, respectively, on behalf of the city and the railways, may not conclude the question of contribution to cost, more directly involved, it is desirable that due consideration should be given to what is involved in these respective contentions.

The status and title of the municipality as regards the street at the time of its crossing by the Dominion Railway depends upon the construction to be placed upon the appropriate sections of the Municipal Act then in force as defining such title. The Municipal Act (Ontario) of 1903 (3 Ed. VII. chapter 19, sections 598, 599, 601) carries forward the same definitions as are contained in R.S.O. 1897 (chapter 223, sections 598, 599, 601), and in the former enactments there consolidated. These are, in the form of the 1903 consolidation, traceable back far enough to govern conditions at the time of the crossing of the Hamilton streets by the railways in question.

The apparent variation in definition as to title contained in sections 599 and 601 of these enactments led to considerable discussion, and was the subjec of judicial doubt as to just what was intended by the two sections.

Abell v. York, 61, S.C.R. at pp. 350-351.
Biggar's Municipal Manual, at p. 818.

There is some ground in the wording of the two sections of the Ontario Act, 1903, referred to for the contention that a lesser interest is intended by section 601 than by section 599, especially as the words "soil and freehold" used in section 599 are not carried into section 601, thus leaving it open to the construction that whereas by the former section the "soil and freehold" were vested, at that time, in the Crown, by the latter section, the street was placed in the possession and control of the municipality for local purposes, that is, that the

freehold, by section 599 was vested in Crown, possession, by section 601, in the municipalities for municipal purposes, which is in agreement with the respective headings to each section, as far back as 1897, viz., 599; "Freehold in the Crown" —601, "Possession in municipalities." If, by section 599, as it then stood, the "soil and freehold" of a highway were, by statute, vested in the Crown, the same title in the same highway could not be in the municipality.

The difference of interpretation of these sections, doubtful as they seemed, led to a new section being introduced into the Municipal Act (Ontario) 1913, R.S.O., chapter 192, section 433, providing as follows:—

> "Unless otherwise expressly provided, the soil and freehold of every highway shall be vested in the corporation, or corporations, of the municipality or municipalities, the council or councils of which for the time being have jurisdiction over it *under the provisions of this Act" (1913).*

This enactment was not in the form of a declaration to settle the law owing to the conflict of interpretation of the former sections in the old Acts referred to, and therefore it was retroactive but spoke from date of its coming into force, (1913) and its effect was to vest the "soil" and "freehold" of the highway in the municipality, "for the time being, having jurisdiction over it *under this Act*" (viz., the Act of 1913). It would seem, therefore, that the contention as to seniority of rights, (as to the railways involved) to use the subsoil of the streets of Hamilton for the purpose now proposed rests (in Ontario) upon the legislation of 1913 above referred to, and that, from the date of the coming into force of the 1913 Act, such rights as are vested thereby accrued *then* to the city, and therefore, there would seem to be force in the contention urged by the railways, that *qua* the railway, then in place, under Dominion authority, the municipality had acquired no seniority in the subsoil, but was junior to it, though senior as regards surface rights for highway purposes, and that the laying of water pipes under the street was not an incident to the city's title to the street, as defined by the Act.

Such is the condition of the legislation in one province (Ontario). In all the provinces of the Dominion the soil and freehold is not vested in the local municipality, e.g., Quebec, where it is vested in His Majesty (in right of the province), and in Manitoba, Saskatchewan and Alberta, the right of His Majesty (in right of the Dominion) to the soil and freehold of highways, has never been taken away. Seniority of a Dominion railway traversing various provinces of Canada over highways would, therefore, depend upon the state of the provincial law applicable to title in the highways of each province, if seniority is to depend, as to the use of the highways for other than general travel, upon the local law governing title in soil and freehold. The question raised must, I think, be capable of decision upon more stable and uniform ground than this.

The provisions of the British North America Act, relied upon in argument of counsel for the city are of importance as regards the railways concerned, all of which are "works and undertakings" of one or other of the classes specified in the exceptions (*a*) and (*c*) of subsection 10 of section 92 of the British North America Act, but these provisions, themselves, and as interpreted and applied by judicial decision, do not seem to me to strengthen the city's contention on the constitutional ground suggested in the argument. By section 92 of the British North America Act, subsection 13, "Property and civil rights in the province" is one of the classes of subjects as to which the provincial legislatures may exclusively legislate, but by subsection 10 specific exception is made of the works and undertakings of Dominion charter of the classes mentioned in (*a*), (*b*) and (*c*) thereof, and subsection 29 of section 91, and the concluding para-

graph of that section following, make it clear that these railways are within the exclusive legislative authority of the Parliament of Canada.

By Acts of the Parliament of Canada the railways concerned derived their powers in carrying out their respective works and undertakings, and in virtue of those powers, and subject to the provisions, conditions and safeguards prescribed by the Railway Act, the city streets of Hamilton were intersected, and upon these streets, at such intersections, became established, not subject to provincial law, but by the paramount power of Parliament. By the Railway Act of Canada provisions are made for the conditions upon which railways under the jurisdiction of the Parliament of Canada may invade the rights of private individuals, or private or public corporations—including municipal corporations, created by Provincial authority (e.g., *Vide*, sections 255-258 of the Railway Act, 1919.) These conditions are for the safeguarding of, say, public rights as represented by municipal (or local) control or government. A Dominion railway crossing a public street without conforming to the requirements of Dominion enactments is, ipso facto, a trespasser and may be restrained, but once it receives by properly constituted Dominion authority (whether the Railway Committee of the Privy Council, before the constitution of this Board, or by this Board in whom the power is now vested to grant or refuse such permission according to varying conditions) it is there, as a Dominion work, by the paramount power and authority of the Parliament of Canada, and is not subject to the provisions for municipal control contained in any provincial statute. It thereby, under such paramount power, and under the provisions of the British North America Act, I have cited, acquires the right to interfere with property and civil rights in the provinces. And, having acquired that paramount right, it cannot, I think, be argued with any consistence or cogency that such paramount right can, many years afterwards, be affected, interferred with or diminished by the assertion by the municipality of what might be termed a "slumbering or inchoate right" in the subsoil of the street across which the railway is so established by Superior legislative authority.

C.P.R. v The King, 7 C.R.C. 176.
C.P. Ry. Co. v The Municipality of Notre Dame de Bonsecours (1899) A.C. 367, pages 372, 373.
City of Toronto v Bell Telephone Co., 3 O.L.R. 465.
Reversed in appeal, 6 O.L.R. 335.
Tennant v Union Bank of Canada (1894), A.C. 31.
Canada Atlantic Railway Co. v Ottawa, 1 C.R.C. 298.
Madden v Nelson & Fort Sheppard Ry. Co. (1899), A.C. 626, at page 628.

And where by Dominion authority, the railway crosses a highway, it has the right to cross without expropriation proceedings and without making compensation to the municipality. The lesser, or local, interests of the people of the latter, being, by force of law referred to, made subject to the greater interests of the people of the whole State, as represented in a work, the nature of which is, by statute, declared to be a work for the general advantage of Canada.

Canada Atlantic Ry. Co. v. Ottawa, 2 O.L.R. 336 4 O.L.R. 56.
Also see Mayor Etc. of Birkenhead v. L. & N.W.R. Co. 15 Q.B.D. 572; Judgment of Brett, M.R. p. 578.

The contention, therefore, pressed upon us in the argument of counsel for the city, that the provisions of the British North America Act, with respect to the preservation to the exclusive jurisdiction of the legislatures of the various provinces of question affecting property and civil rights of and in the provinces, may be invoked to aid in the city's contention as to contribution to cost, does not appear to be a cogent one, because,—

(*a*) Whatever rights the city had at the time the railway came to lay its sewers are not impaired now by the presence of the railway, except to the extent of any extra cost involved in carrying out the Municipal work by the presence of the railway;

(*b*) By the Dominion Railway Act, power is vested in this Board, as successor to the jurisdiction and functions formerly exercised by the Railway Committee of the Privy Council, to impose such terms and conditions, as by the Railway Act, and the Special Act are provided as proper for the purpose of safeguarding, in a variety of ways, applicable to various conditions, the rights and interests of the municipality.

There must, therefore, be found in the Dominion legislation, the Railway Act of Canada, 1919, the jurisdiction to afford the remedy the city is seeking. That is apparent by the application to this Board by the city, under the Railway Act of Canada. By the application the city recognizes the legal situation, as I have endeavoured to point it out, viz: that the railway being constructed, under authority of Dominion law, across this street, the city must apply to that duly constituted authority for permission to interfere with that railway in the exercise of its municipal powers, derived from the Provincial Legislature, in the use of its street, to the extent of that part of it occupied by this railway, and over which, but for the presence of the railway under authority cited, the city would have complete jurisdiction and control by force of Provincial Law. It is clear, therefore, that there is no conflict of laws, Dominion and provincial, involved in the argument of counsel upon the question as to the rights of the city under that provincial law.

The city's application must, I think, fall within and be governed by the provisions of section 269 (*b*), of the Railway Act, 1919, as the only section applicable to the main object sought, viz: permission to lay an overflow storm sewer under a railway. "A storm overflow sewer" is, as its name implies, an auxiliary means of drainage (common to the city at large, and for the benefit of the city as a whole), of the surplus, or emergent, quantity of water brought into the city drainage system by storms. It is not applicable to the drainage of any particular area, and, therefore, is not in contemplation in such of the sections of the Railway Act as deal with drainage obligations incident to the particular area occupied by the railway, consequently it is purely a municipal drainage scheme and the railway does not contribute to its necessity nor is it concerned in its utility.

Section 268 is not applicable, in my opinion, for the obvious reason that (*a*) it applies only to construction period, and (*b*) neither the drainage of the area of land in the vicinity of the railway, nor the obligation therein referred to, of the railway to drain it, is in any way involved. Section 270 is not applicable also, for the obvious reason that such proceedings as are therein provided, are under provincial Drainage Acts, in so far as they, or any of them, are applicable, a discussion as to the constitutionality of which would not be important here. The relevancy of section 270 is disposed of as regards this application, by the fact that it has not been invoked, no procedure taken thereunder, and this Board having now made Orders approving the city's application, the provisions of that section (270) (subsection 2) render the section inapplicable.

The applicable section (269 (*b*)) provides as follows:—

> Whenever (b) "any municipality or landowner desires to obtain means of drainage, or the right to lay water pipes or other pipes, temporarily or permanently, through, along, upon, across or under the railway or any works or land of the company;"

The application, under this section, by the city is "*to obtain the right*" etc. to lay water pipes. The contention of the city, therefore, as to its freehold estate, carrying that right, is merged in this application.

Now, as I have pointed out, there is no dispute as to the carrying out of the work, i.e. the railway made no objection to permission being granted to the city to carry its storm overflow sewer, under its tracks, proper engineering safeguards being settled. By subsection 3 of section 269, in case of consent of the railway, no Order of this Board is necessary and the procedure is governed by the standard regulations of the Board applicable to such a case.

Section 269, in the Act of 1919, was formerly section 250 of the former Consolidated Railway Act, 1906, but section 250 of the old Act did not contain subsection 3 as above referred to, but the old section *did* contain the other provisions in the section now invoked as well as what is provided for in section 268 of the present Act.

Provision for compensation to an owner injuriously affected, provided by latter part of subsection 2, section 269, of the present Act was not included in secton 250 of the old Act. No questions arise as to compensation between the city and an owner, so far, in these applications.

In the exercise of its powers, this Board, by General Order No. 74, dated April 19, 1911, provided Standard Rules and Regulations to govern the laying of water pipes, etc., under section 250, and that order adopting those regulations, which were passed under power of the Statute (Section 34) provides as follows (General Order No. 74, Section 3):—

> "3. That every order of the Board granting leave to place or maintain any pipe or pipes across any railway subject to the jurisdiction of the Board be, unless otherwise expressed, deemed to be an order for leave to place or maintain the same under and according to the said conditions and specifications, which conditions and specifications shall be considered as embodied in any such order without specific reference thereto, subject, however, to such change or variation therein or thereto as shall be expressed in such order."

And, that part of the regulation so adopted, relating to cost of the work, section 5, is as follows:—

> "5. All work in connection with the laying, maintaining, renewing, and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by, the applicant; but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway."

Those regulations were in force when the amendment (1-2 George V, chapter 22) introducing what is now subsection 3 of section 269 was passed and in order to meet any question as to the application of General Order No. 74, with the Rules and Regulations then promulgated, to the amendment, the Board, by General Order No. 75, dated May 26, 1911, provided as follows:—

> "Whereas, for the purpose of dispensing with the necessity of an order of the Board where water pipes or other pipes are laid under railways, the said section 250 of the Railway Act was amended by section 8 of the Act to amend the Railway Act, assented to May 19, 1911, by adding thereto the following subsection; An order of the Board shall not be required in the cases in which water pipes or other pipes are to be

laid or maintained under the railway, with the consent of the railway company, in accordance with the general regulations, plans or specifications adopted or approved by the Board for such purposes.

"Therefore it is ordered that the Standard Regulations regarding Pipe Crossing under Railways, approved by order of the Board No. 13494, dated April 19, 1911, be, and they are hereby adopted and approved pursuant to the said amendment."

And the same rules and regulations became effective under General Order No. 75 as had been authorized under General Order No. 74, and those rules and regulations governing the whole section 269, as it now stands in the Railway Act of 1919, are now in force and govern the application of the city, as general regulations made by Dominion authority, and specifying the conditions and terms under which a work of the character contemplated by the section is to be carried out.

As I see it, the city in making this application submitted itself to the jurisdiction of this Board and thereby became subject, as well to the provisions of section 269 as also to all that is contained in General Orders 74 and 75 and general regulations thereby authorized, as the conditions and terms, contemplated to be imposed by Statute, section 34, for carrying into effect the provisions of section 269, as to the laying of the pipes, and as to the provision for the cost thereof, "having regard to all proper interests" in this instance the railway there established by authority of Dominion law under the Railway Act. Holding this view, I can see nothing in all that has been urged by the city which would, in the circumstances, disturb or interfere with the application of those General Orders and Regulations to these applications.

What is contained, specifically, in the Regulations is in accord with the practice of the Board.

Maritime Telegraph and Telephone Co. v. D.A.R. Co. and Baird v. C.P.R., 20 C.R.C. p. 213.

City of Vancouver v. V.V. and E. Ry. Co., 18 C.R.C. p. 306.

The facts are very similar to those in question in two applications made to the Board as far back as 1907, by the town of Brampton, for permission, under section 250 of the Railway Act (as it then stood) to lay sewer pipes under the tracks of the Canadian Pacific Railway, and of the Grand Trunk Railway where the tracks of those railways crossed Queen street, along which street the municipality was constructing a sewer (Board files 5383 and 5390)

The question arose then as to distribution of cost of the work under the railways' tracks. Argument of these cases was heard by the Board at Toronto, November 6, 1907 (Vol. 53 pp. 6839-6846 Record), as to form of order and what is contained in section 5 of the present regulations was adopted, practically word for word, in the orders then made governing cost of the work as far as the railways were concerned, under conditions practically the same as those now presented. I quote section 2 of Order No. 4061, file 5383:—

"2. That all work in connection with the laying, maintaining, renewing, and repairing of the said sewer pipe and the continued supervision of the same be performed by, and all costs and expenses thereby incurred be borne and paid by, the applicant, subject however, to any right of assessment in respect thereof under the provisions of the Municipal Act of the province of Ontario; but that no work at any time be

done under the authority of this order in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway."

In a judgment directed to the settlement of the form and terms of the orders in these cases the late Mr. Justice Killam (then Chairman of this Board) said:—

"The railways cross Queen street, and the town is constructing a sewer along that street and wishes to carry it under the tracks of the two companies. This is presumably not a case, then, in which the companies own the land, but one in which they have merely rights to maintain and operate their railways across the street. They interfere thus with the ordinary right of the town to carry the sewer under the street, and the town is obliged to obtain the authority of the Board to enable it to do this. In such a case the terms should be as little onerous upon the town as possible."

The only question, as will appear from the judgment, paragraph 3, was as to the right of the town to assess the railways for a portion of the cost of the sewer under the Municipal Act. To safeguard this right the words "subject, however, to any right of assessment in respect thereof under the provisions of the Municipal Act of the province of Ontario" were inserted into section 2 of the orders, as above.

The question of the rights of the city of Hamilton as to assessment is not raised in this case, and I do not think that any provision could be made in the orders disposing of these cases. Whatever power the city possesses as to assessment of railway property is, of course, preserved to it. The subject is independent of this Board's functions.

I have referred to the Brampton Cases at some length because they appear so opposite to the present case and because a comparison of the wording of section 2 of the orders therein made, with that of section 5 of the Regulations approved by General Orders Nos. 74 and 75 passed in 1911, leads one to the conclusion that the wording of those regulations was adopted as a result of the decision in the Brampton Cases.

The cost of the work, in each case, for which the Board's permission had already been given by order, and all other conditions and details thereof as affecting the railways, will be governed by the General Regulations promulgated in General Orders 74 and 75, including the cost of such raising of tracks of the railway as may be necessary, and as to all other questions affecting the work, in case of dispute, the Board's Engineer will act, pursuant to the Regulations, as final arbitrator.

Orders will go accordingly.

McLean, Assistant Chief Commissioner:

Some consideration of the history leading up to the issuance of General Orders 74 and 75, and some account of the practice antecedent to the issuance of these orders is pertinent.

The steps leading up to the issuance of General Order No. 74 date back to October 21, 1908, when the Board took up the consideration of drafting a standard form to deal with the very considerable number of applications arising under section 250 of the then Railway Act, and by November 25, 1908, a draft Order was agreed upon by the Board. For a time there were separate orders for water, sewage and manufactured gas on the one hand, and natural gas on the

other. In both forms of order the full cost of construction and maintenance was on the applicant. While the general form of the order was then agreed upon, discussions took place in regard to certain of the engineering features, and the result was that Order No. 74, embodying the standard regulations regarding pipe crossings under railways, was finally approved by Order of the Board dated April 19, 1911.

In general, the practice prior to 1908 had been that the order made was based upon an agreement entered into between the railway company and the municipality. See, in this connection, *Application of the city of Calgary to lay water pipes and sewer pipes under the tracks of the C.P.R. Evid. Vol. 50, p. 5031*, more particularly the statement made by the late Chief Commissioner Killam at pp. 5033-5034. The hearing in question was held at Calgary on July 26, 1907.

As pointed out by Commissioner Boyce in his judgment, a matter analogous to what is involved in the present application arose in the Brampton Case. This case, so far as the records of the Board show, was the first case in which the question was raised before the Board.

In applying to carry sewer pipes under the tracks of the Canadian Pacific Railway and the Grand Trunk, the Solicitor for the town of Brampton, in dealing with the applications against the Grand Trunk, stated:—

> "2. That by reason of the fact that the company's railway crosses Queen street in the said town, it is necessary to have the question of the rights of the parties ascertained by the Board, as the railway company refuses to consent to an amicable arrangement thereof. . . . "
>
> "5. . . . . That the corporation of the town of Brampton herein applies for an order as to how, where, when, by whom, and upon what terms and conditions the said sewer pipes shall be laid, constructed and maintained, having due regard to all proper interests, and requesting that the same may be disposed of with all convenient speed."

The Grand Trunk Railway submitted a draft order in accordance with its usual form. The draft order, paragraph 2 thereof, provided that all work in connection with the laying, maintaining, renewing and repairing of the said work, and the continued supervision of the same were to be performed by, and that all costs and expenses thereby incurred were to be borne and paid by the applicants; that is, the municipality.

In the answer of the solicitor for the town, dated September 19, 1907, in criticizing the position taken by the railway, the following words were used:—

> " . . . . . It seems to me that the order proposed is a very one-sided one. It would seem to me to be drafted on the assumption that the railway owns the street, whereas, I presume, the fact is that the corporation, or the public owns the street, and that every person has an equal right to it."

In the sitting at Calgary, already referred to, Mr. Bennett, who appeared for the Canadian Pacific Railway, further stated that the company had a standard agreement which prevailed all over the system. The Chief Commissioner, in commenting on this said: "Something of that kind should be done when it is under the company's right of way. When it is a highway, over which you have the right to cross, it is different."

In the Brampton Case, notwithstanding the position taken by the town, as already set out, in regard to its rights as affected by the matter of seniority, an order issued in accordance with the draft as submitted by the Grand Trunk. Thereafter, a hearing was asked for by the town.

In the draft form which the municipality submitted exception was not taken to the cost being upon the applicants, but it was desired that a clause should be inserted providing that the assessment of cost upon the applicant municipality should be subject to the provisions of the Municipal Act respecting local improvements.

In the argument presented at the hearing in Toronto on November 16, 1907, Mr. Blain, who appeared for the town of Brampton, said, *inter alia, Evid Vol. 53, p. 6844;* "Then the next question as to the cost. We submit that the statute provides that we shall not be put to any cost in using what we have as much right to use as the company has." Then he referred to the superintendence in connection with putting in the work, and criticized the position taken by the railway in asking that the municipality should pay the cost of superintendence. The following discussion, however, took place on this point at the same page:—

> "Hon. Mr. KILLAM: Why should they be put to unnecessary expense for looking after their track where you put through a sewer? Is it not reasonable to require you to look after that?"
>
> "Mr. BLAIN: That is not unreasonable. I would not press that."

The material portion of the judgment, rendered by the late Chief Commissioner Killam which seems pertinent in the present application has already been quoted by Commissioner Boyce.

When the proceedings were initiated in 1908, as already referred to, in connection with the standard form of order, the Board's attention was specifically directed to the form of the orders which had been used by the railways, as well as to the form of order which issued in the Brampton Case after rendering of judgment, as above referred to.

When the drafting of the rules was under consideration, and a point was raised as to whether the municipality should be responsible for the cost of an inspector for the railway company where a main was being laid under railway tracks upon the street, the latter being senior to the railway, the late Chief Commisssioner Mabee, on November 18, 1908, ruled that the municipality should not be so subject; and he continued that different considerations arise where a private corporation applies to lay a main under the tracks upon a street, or where either the latter or municipal corporation applies to lay a main under tracks where the railway company own the right of way.

Substantially the same point arose in connection with a claim made by the Canadian National Railway against the city of Belleville for the wages of a watchman watching the track while water pipes and sewer pipes were being installed under the tracks of the railway in question. The ruling in question, which was dated March 24, 1920, will be found on *Board's File No. 9473.21, Board's Orders and Judgments, April 15, 1920, Vol. 10, No. 2, p. 31,* and it was held that since the work was being carried out on the highway which was senior to the railway, that notwithstanding that the expense of the watchman was in the public interest in connection with the work, at the same time the city, in carrying on this work and in exercising the right attaching to its ownership of the highway, should not be subjected to the expense of the watchman, but that the said expense should be borne by the railway company, whose right is junior,

It would appear then, that in the steps leading up to the regulations of the Board as now embodied in General Orders 74 and 75 which, in so far as obligation in regard to cost is concerned, set out the Board's construction of section 269 of the present Act (which was section 250 of the antecedent Act), that the Board has had before it the contention as to the incidents of cost attaching to municipal seniority. That with this clearly presented before it in the

Brampton Case, the only modification was by way of safeguarding the rights of the municipality in respect of any right of assessment under the provisions of the Municipal Act.

It appears further, that when the whole question was being gone into in the light of the antecedent practice of the Board, a modification was made in regard to inspection. Subject to this, the burden of expense, under the orders in question, is on the municipality.

The Brampton Case was the only one in which, prior to 1908, the question of the incidents of cost attaching to municipal seniority was raised. Owing to the amendment made to section 250 of the former Railway Act, made by subsection 3, which amendment is continued in subsection 3 of section 269 of the present Act, there have been very few cases in which the matter of sewer pipe crossings have come before the Board for formal orders. Judging from the records the practice of the municipalities, in applications falling under Orders 74 and 75, has been to accept the burden of cost as one attaching to the municipality.

On September 17, 1913, an application was launched, by the city of Hamilton for an order authorizing the construction of a 20-inch water main under the tracks of the T. H. & B. Ry., at Main street west. Main street is senior at this point. See the Board's judgment, February 17, 1920, in the *Application of the Toronto, Hamilton and Buffalo Railway Company for an Order authorizing the company to reconstruct overhead bridge at Main street, Hamilton, Ontario. Board's Orders and Judgments, Vol. 9, No. 24, p. 437.*

The street is carried across the tracks of the railway by a bridge, and there is nothing on file to show whether it was contended by the railway that the rights of seniority of the municipality attached only to the substituted highway afforded by the bridge, and were extinguished insofar as a crossing on the level under the tracks of the railway was concerned.

With the application made by the city for an order there had been filed a draft order, initialled by the parties, providing that the work was to be done in accordance with the provisions of General Orders 13494 and 13731 (these are now General Orders 74 and 75). In view of the amendment which had been made to section 250 of the Railway Act, no order was necessary.

The location of paragraph 5 in the Standard Regulations regarding Pipe Crossings approved by General Order 74, might suggest that the provisions as to cost being on the municipality related only to pipes for oil and natural gas, because paragraphs 4 and 5 are under the heading "Pipes for oil and natural gas" However, it is clear from the record leading up to the issuance of the order that this descriptive heading, "Pipes for oil and natural gas" simply applies to paragraph 4. The descriptive heading is not to be found in the draft form of order formally approved by the Board.

The wording of paragraph five, subject to the provisions of paragraph seven regarding the wages of the inspector, applies generally in respect of the incidents of cost to the municipality in connection with the various matters of pipe crossings under the order, and it explicitly places the cost of construction and maintenance upon the applicant. Were there ambiguity in phrasing the Board would be justified, I think, in construing the order strictly against the railway, but there is no ambiguity.

I agree in the judgment of Commissioner Boyce.

APPLICATION OF CITY OF WESTMOUNT *re* DELIVERY LIMITS OF EXPRESS COMPANIES.

Judgment of Assistant Chief Commissioner, November 24, 1922, concurred in by Deputy Chief Commissioner and Commissioner Boyce.

This matter was heard in Montreal on the second day of October, 1922. What is involved is an application to make extension in the area of delivery service of the express companies.

It was pointed out to the applicant at the hearing that the Board had laid down in its judgment of July 17 1919 (Board's Orders and Judgments, Vol. IX, p. 1331), general regulations which it considered reasonable in connection with the limitation of free delivery limits. Prior to the adoption of these rules, the Board had dealt with individual cases and the record was an unsatisfactory one, as no unit standards of population or development were possible under such conditions. The conditions set out in the Express Judgment of 1919 were arrived at after careful consideration. If a municipality falls within the conditions so set out, it is entitled to an extension of the delivery limits. To the extent to which it does not fall within the conditions above referred to, I am of the opinion that the Board is not justified in giving it exceptional treatment. The conditions have been and are being applied generally; and they are reasonable.

In the hearing in the present case, direction was given that the parties were to get together and go over the detail, checking out what was set out on the map presented by Mr. Ham on behalf of the express companies. This map purported to show just what area was being furnished free delivery service under the provisions of the Board's judgment.

Under date of October 14, 1922, the Board received the following letter from Mr. Ham:—

> "When the application of the city of Westmount for an extension of the express cartage limits to include the territory above the Boulevard was heard at Montreal on October 2, it was suggested by the Assistant Chief Commissioner that we get in touch with the municipal authorities to see whether the two parties could not agree on the population figures in the several blocks in dispute. This has been done and I am now enclosing a blue print of Westmount blocked out into quarter-mile squares, each square lettered for reference purposes, showing in red figures the number of families in the different blocks. These red figures are those which were presented by the Westmount representatives at the hearing, and we will take no exception to them. The yellow figures on the map, which indicate the number of houses in each block above the Boulevard, were presented to the Board at the hearing on October 2 by the Express Traffic Association and, I believe, are not challenged by the Westmount authorities.
>
> "For ready reference the number of houses in the different squares are shown below:—

Square Letter	Number of houses In complete block	Above Blvd.
A	2	2
B	2	2
C	40	27
D	44	34
E	4	4
H	175	—
I	63	18
J	31	31
N	98	2

> "It will be noted that the express companies have been extremely liberal in establishing the cartage limits at Wesmount, for both blocks

'I' (containing 63 families) and 'N' (containing 98 families) do not even yet come up to the population requirements of the Board's rules, though both these blocks are already served in part. A glance at the map will show the Board that there is no warrant for any further extension of the Westmount cartage limits at this time."

The matter has stood for further communication from counsel for the municipality. The Board is now in receipt of a communication from counsel for the municipality which does not take exception to the position that the delivery limits established are in compliance with the conditions above referred to. It is set out that the present delivery limit is the boulevard; it is suggested that a more reasonable arrangement would be to make delivery within the territory one block north of the boulevard, which is stated to be comparatively closely built up and would involve no extra cost or inconvenience to the express companies.

When standards are adopted dealing with areas within which there is to be free delivery service as compared with areas within which the free delivery service is not directed to be performed, it happens, of necessity, that a dividing line must be drawn somewhere.

I am of opinion that a case for variation of the regulations has not been made out on the facts submitted in the present application.

COMPLAINT OF NATIONAL DAIRY COUNCIL OF CANADA *re* FREIGHT RATES ON BUTTER.

Judgment of Assistant Commissioner, September 26, 1922, concurred in by Chief Commissioner, Commissioners Rutherford and Lawrence.

The complaint as launched, as per letter of the general counsel, secretary and treasurer, dated December 27, 1921, dealt with the rates on butter, in carloads, from Calgary and Edmonton to Montreal and Vancouver. It was pointed out that since 1914 the rates had been materially increased. The following submission was made:—

"Bearing in mind the very great reduction that has taken place in the price of butter since the increases were authorized and the necessity of developing mixed farming in Alberta, I beg to submit that the present rates, both east and west of Calgary and Edmonton, on butter, are excessive, and should be reduced."

The matter was set down for hearing and spoken to at Ottawa on February 23, 1922. While only Calgary and Edmonton as shipping points were named in the complaint as originally filed, at the hearing counsel enlarged his complaint to include the rates from other points in the Prairie Provinces to Vancouver and Montreal; and requested the re-establishment of rates that were in effect in 1917. With one or two exceptions, the rates of 1917 are the same as the rates of 1914.

It was represented that the reduction in rates would be for the benefit of the farmer. Counsel, at p. 1675, stated:—

"I am speaking from the farmers' point of view, because those centralizers who make and sell butter are really just the representatives of the farmers. There is a recognized spread between what the farmer gets for his butter fat and what the creamery gets for the butter, and the higher the price for the butter, why, the higher the price the farmer gets for his butter fat. So that it is really the point of view of the dairy farmer in the western provinces that I think I am justified in speaking for."

It was also alleged that there has been some difficulty in competing in the Vancouver market on account of butter importations from New Zealand under low ocean freight rates and an advantage through the rate of exchange, although in respect of this there appears to have been also the influence of an abnormal situation which is described by counsel at p. 1676, as follows:—

> "The English market has been in an unfortunate condition, due to the fact that the decontrol of butter by the British Government went into effect on the 1st of April last. During the war and subsequent, the butter market in England was controlled by the British Government. On the 1st of April last, they relinquished control, and there was a great deal of butter that they had on hand, in storage, placed upon the market, and that has had a depressing effect. The result has been not only to shut out shipments from Canada to England but to cause New Zealand butter which would otherwise have gone to England to come to Vancouver to try and get a market there."

The following discussion at p. 1684 sums up the complaint and the relief desired:—

> "The ASSISTANT CHIEF COMMISSIONER: Just another question, Mr. Scott. You spoke of rates to Vancouver and of rates to Montreal. I take it the movement to Vancouver is the more important one. You speak of New Zealand butter competition, but at Montreal you are directly adjacent to or in the short haul movement to the Eastern Townships.
>
> "Mr. SCOTT: Yes, Montreal, of course, is pretty well supplied by a very good producing territory.
>
> "The ASSISTANT CHIEF COMMISSIONER: So then, I take it, the essence of your complaint is the question of getting something analogous to a commodity rate to meet the water competition of New Zealand butter at Vancouver.
>
> "Mr. SCOTT: Yes, at the moment that is the most serious portion of the problem; but our desire to get low rates to Montreal, or lower rates than at present exist to Montreal, is founded on the intention to stimulate exports to Great Britain."

The present rates are considerably below the peak reached in September, 1920. Taking typical shipping points, the situation with regard to the butter rates under complaint may be summarized as follows:—

From	To Vancouver (Rates in cents per 100 lbs.)		
	1917	Peak—1920	Present rate
Calgary	91	154	137
Edmonton	91	154	137
Moose Jaw	137	231½	192½
Winnipeg	147	248½	221

	To Montreal (Rates in cents per 100 lbs.)			
	1917	Peak 1920	Effective December 4, 1921	Effective June 8, 1922 (When for export)
Calgary	194	345	307½	246
Edmonton	194	345	307½	246
Moose Jaw	154	277½	247½	210
Winnipeg	108	200	178½	161

In comparison with other traffic moving under class of commodity rates (except certain articles of low-grade traffic), butter has not been subjected to any greater increase and has received equal decrease (greater, in the case of shipments to Montreal for export) since the peak in 1920. Attention is directed to the establishment by the railways, since the hearing, of reduced rates on butter from western Canadian points to Montreal for export, effective June 8, 1922. These rates reduced those complained of at the hearing by the following percentages: From Manitoba points, 10 per cent; from Saskatchewan points, 15 per cent; from Alberta points, 20 per cent. The reduction has been graded in case of the higher rates for the longer hauls.

The production and value of creamery butter, taken from the records of the Dominion Bureau of Statistics, for the three Prairie Provinces, are given below:—

MANITOBA

Year	Creamery Butter		
	lbs.	$	cts. per lb.
1900	1,557,010	292,247	18·76
1907	1,561,398	388,427	24·87
1910	2,050,487	511,972	24·96
1915	5,839,667	1,693,503	28·99
1916	6,574,510	2,038,109	31·00
1917	7,050,921	2,595,472	36·80
1918	8,436,962	3,897,476	46·19
1919	8,268,342	4,350,693	52·61
1920	7,578,549	4,282,731	56·51
1921	8,541,095	3,253,057	38·08

SASKATCHEWAN

1900	143,645	29,362	20·44
1907	132,803	36,599	27·55
1910	1,548,696	381,809	24·65
1915	3,811,014	1,055,000	27·68
1916	4,310,669	1,338,180	31·04
1917	4,220,758	1,575,965	37·33
1918	5,009,014	2,221,403	44·34
1919	6,622,572	3,495,172	52·77
1920	6,638,656	3,727,140	56·14
1921	7,030,053	2,552,698	36·31

ALBERTA

1900	601,489	123,305	20·49
1907	1,507,697	362,782	24·06
1910	2,149,121	533,422	24·82
1915	7,544,148	2,021,448	26·79
1916	8,521,784	2,619,248	30·72
1917	8,943,971	3,414,541	38·17
1918	9,053,237	4,025,851	44·46
1919	11,822,890	6,132,733	51·87
1920	11,821,291	6,555,509	55·45
1921	12,929,264	4,478,585	34·63

NOTE.—The figures for 1921 are prelimimary, being subject to final correction when all the returns are complete.

The matter as presented is not based on the contention that the rates are out of line on butter as compared with other commodities, or that butter is paying an inordinate proportion of the increase in rates, which was found necessary, as compared with the burden on other commodities. The reasonableness of the rates as railway rates, bearing in mind the question of railway costs,

was not attacked. The application was, in substance, the contention that because the selling price of butter had gone down since the rates were increased the rates should be accordingly reduced.

The principle of charging what the traffic will bear is one of the factors which has been recognized in connection with rate regulation. At the same time, it has not been accepted as the only factor. If a reduction in the price of a commodity is to automatically bring with it a reduction in the rate, it would logically follow that an increase in the price of a commodity would automatically carry with it an increase in the rate. This principle has not been accepted by the Board as valid. The mere ability of an article to pay, aside from the question of whether the increase in revenue to be derived from the increased rate is justifiably necessary, is not a conclusive justification for an increase in rate. In the increase in rates which Canada has had to face, the increase in rates was not made at the same time as prices went up. A considerable period of time elapsed before the rates were increased, and the justification for the increase was the increased cost to which the railways were subjected.

In the application, there is apparent the idea that the needs of a shipper in respect of carrying on his business on a profitable basis afford a criterion of reasonableness of rates.

In Canadian Portland Cement Co. vs. G. T. and Bay of Quinte Ry. Cos., 9 Can. Ry. Cas., 209, reference was made to the fact that coal entered largely into the cost of production of the output of the applicants, who had to compete in open markets with similar factories who were also to be accorded more favourable treatment. The Judgment held that the "equality" section of the Act was concerned with traffic conditions and not with the equalization of the costs of production; and it was also further set out, at p. 211:—

> "It is no part of the obligations of the railways, under the Railway Act, to equalize costs of production through lowered rates so that all may compete on an even keel in the same market."

The same position was set out in *Dominion Sugar Co. vs. Can. Freight Assn., 14 Can. Ry. Cas., 188.* There, at *p. 195*, the following language is to be found.

> "In developing his position, counsel for applicant said in substance he desired to average up the total of the raw sugar rates in and the refined sugar rates out. He contended that it was unfair to blanket the refined sugar unless the raw sugar was also blanketed. Coupled with his references to the position said to exist as to waterborne transportation of raw sugar into Montreal, it would appear that this is a contention that aside from any question of the reasonableness of the rates railways are required through reduction of rates to place manufacturers situated in different sections of the country on an even keel as to costs of production. But the Board has already held that this position is untenable: *Canadian Portland Cement Co. v. Grand Trunk and Bay of Quinte Ry. Cos., 9 Can. Ry. Cas., 211.*

The matter was also developed in *Western Retail Lumbermen's Assn. vs. C.P., C.N. and G.T.P. Ry. Cos., 20 Can. Ry. Cas., 155*, where the following language was used; at p 158:—

> "A railway company is not called upon so to adjust its rates that the shipper will always be able to carry on his business at a profit. The rate is only one item in the shipper's costs. The obligation of the railway company is to charge a reasonable rate. It is not called upon, through

> the reduction of a rate, to guarantee that the business will be carried on at a profit. In other words, the needs of the business and the way in which it is carried on are not the measure of the reasonableness of the rate."

The burden is on the railway of maintaining reasonable rates. The needs of the producer as affected by changed commercial conditions do not afford a final measure of what a reasonable rate should be.

The matter was also developed from the standpoint of competition existing at Vancouver and Montreal. As already indicated, reduced rates have been filed, since the hearing, by the railways on the export movement by way of Montreal. At Montreal, so far as local consumption is concerned, the butter production of the Eastern Townships must be borne in mind; as already indicated, what is complained of at Vancouver is the competition of New Zealand butter.

The two phases of competition involved then are water and market competition. So far as competition in general is concerned, it has to be recognized that a carrier is not obligated to meet a lower rate made by a competing foreign road; and failure to meet it is not necessarily evidence of the unreasonableness of the higher rate.

Dominion Sugar Co. vs. Can. Frt. Assn., ut supra. pp. 191, 192.

A toll obtaining on one railway cannot be claimed to be unjustly discriminatory simply because a toll on another, which is put into effect for competitive reasons, is lower, it being within the discretion of the carrier whether it shall meet competition or not.

Edmonton Clover Bar Sand Co. vs. G.T.P. Ry. Co., 17 Can. Ry. Cas., 95.

See also in Re Passenger Tolls, 20 Can. Ry. Cas., 223.

Turning now to the matter of water competition, the Board held in *Blind River Board of Trade Case, 15 Can. Ry. Cas., 146*, that in the case of a compelled toll based on water competition, it is the privilege of the carrier, in its own interest, to meet water competition; but it is not the privilege of the shipper to demand less than normal tolls because of such competition which the railway in its discretion does not choose to meet. The decision in question summarized the decisions of the Board on water competition down to that date.

In *Dominion Sugar Co. vs. G.T., C.P., C.W. and L.E. and Pere Marquette Ry. Cos., 17 Can. Ry. Cas., 240*, it was stated at *pp. 244, 245.*

> "A very elementary principle followed by all rate-regulating commissions is, that while companies may put in rates to meet water competition, they cannot be compelled to do so. . . . . "

See, also, in this connection *Nanaimo Board of Trade vs. C.P.R. Co., 20 Can. Ry. Cas., 224; Bowlby vs. Halifax and Southwestern Ry. Co., Ibid 231; and Boards of Trade of Montreal and Toronto and Canadian Manufacturers' Assn. vs. Canadian Freight Assn., 21 Can. Ry. Cas., 77.*

So far, then, as water competition is concerned, it is in the discretion of the railways to make special reductions to meet this, and the fact that a reduction may not be made to meet water competition is not of itself evidence of the unreasonableness of the existing rate, in the absence of evidence pointing thereto.

Evidence indicating the unreasonableness of the existing rate aside from the water competitive situation has not been adduced. As was pointed out at the hearing, pp. 1700-1701:—

> "The ASSISTANT CHIEF COMMISSIONER: It seems to me that this case differentiates entirely from Mr. Symington's case. You say, quite frankly, that from the standpoint of cost of operation you are not attempting to approach the case in that way at all.
>
> "Mr. SCOTT: That is a sort of second string.
>
> "The ASSISTANT CHIEF COMMISSIONER: But you cannot play two strings. We have had no evidence as to the cost of service to the railways.. Your argument is entirely what your clients can afford to pay for the service."

Turning to the question of market competition, in *Montreal Produce Merchants' Association vs. G.T. and C.P.Ry. Cos., 9 Can. Ry. Cas., 232*, the Board has before it a number of complaints involving, *inter alia*, the allegation that cheese and bacon are complementary commodities, and that the price of cheese is regulated in England by that of bacon. It was urged that this should be considered in Canada in fixing the rate basis; and it was held, at *p. 240*, after referring to the English and American authorities, that this was a phase of the competition of markets and that it was in the discretion of the railway whether it should or should not make rates to meet competition of markets.

In a complaint made February 1st, 1910, by the *British Columbia Sugar Refining Company vs. Can. Pac. Ry. Co., 10 Can Ry. Cas., 169, at pp. 172, 173*, the Board ruled:—

> "It is entirely in the discretion of the Canadian Pacific Railway whether it shall meet on the movement of sugar from Vancouver to Winnipeg and other points mentioned in the complaint the rate introduced by the Pere Marquette from Wallaceburg to the same points; and the parties should be so advised.
>
> "This principle does not relieve the railway with the higher rate from attack on its rates as unreasonable; but the fact that it does not reduce its rates to meet the rates of its competitor does not afford any essential measure of the unreasonableness of the rates which it is charging."

Dominion Sugar Co. vs. Can. Frt. Assn., 14 Can. Ry. Cas., 188, at pp. 191, 192.

See also *Canadian Oil Cos. vs. G.T., C.P., and C.N.R. Cos., 12 Can. Ry. Cas., 350, at p. 356.*

It was also held in *Graham Co. vs. Can. Freight Assn., 22 Can. Ry. Cas., 355, at p. 359.*

> "The Board has more than once held that it is within the discretion of the railway whether it shall or shall not make rates to meet the competition of markets."

See the citations therein referred to.

Where, as in the present instance, an application is launched turning upon the question of water competition and market competition, there are two ways of establishing a case:—

(1) Evidence may be adduced showing that the railway rates as rates place an unreasonable burden upon the commodity concerned as compared with other commodities. This has not been done, nor has it been alleged that there is an

unreasonable burden from the railway rate standpoint. As already indicated, what has been emphasized is the question of the need of the producer.

(2) In the absence of an attack upon the reasonableness of the rates, then it may be alleged that the rates are unjustly discriminatory. It has not been established that the rates involved are unjustly discriminatory.

Counsel submitted that having in mind "the necessity of developing mixed farming in Alberta" the rates were excessive. That is to say, the need of diversifying agricultural production was to be taken as a criterion of what the rate should be.

At page 1680 of the evidence, counsel made an argument in this respect, from the standpoint of public policy, as to the necessity of stimulating milk production. At the same time, he frankly stated in this connection, "Of course, this is an argument that should be made more to the railways than to the Board...."

In discussion as to what had taken place in regard to Live stock rates, which were referred to as affording an analogy, the following comment of Commissioner Rutherford, at p. 1701 of the evidence, is pertinent:—

> "COMMISSIONER RUTHERFORD: That is what made me refer to the fact that the live stock reductions were brought about by conference with the railway companies, and I cannot help thinking that if you are going to make a compassionate appeal the proper place to make that appeal is to the railway companies rather than to the Board."

The method of presentation involved in this phase of the matter is not unusual, and on this account a word of comment making clear the nature of the jurisdiction of the Board is justifiable. The Board is given power to deal, *inter alia*, with the reasonableness of the rates. It is nowhere authorized by Parliament to be an arbiter of industrial policy. Opinions may differ as to different lines of development, but the Board's functions in approaching a rate situation are concerned with ascertaining the reasonableness of the rate, not with applying to a rate situation a preconceived opinion as to what type or method of industry should be helped by a modification of the rate.

In other words, while members of the Board may and do, as Canadians, sympathize with policies of economic development which may through increasing diversity lead to greater economic solidarity, it is not their general opinions but the powers conferred on them by the Railway Act which determine what they can do. Very wide powers, it is true, are given under the Railway Act; but the Railway Act is not to be construed as if it were a blank cheque to be filled in as members of the Board see fit. It is not the Board's function, as delegated by Parliament, to make rates to develop business, but to deal with the reasonableness of rates either on complaint or of its own motion.

British Columbia News Co. vs. Express Traffic Association, 13 Can. Ry. Cas., 176, at p. 178.

"Looked at from the standpoint of an experimental rate for the development of business, it must be recognized that an express company in putting in of its own volition a low rate basis to develop business has a greater initial discretion than is possessed by the Board through the medium of its Orders."

Ibid.

See also *Roberts vs. C.P.R. Co., 18 Can. Ry. Cas., 350, at p. 355.*

Reference may also be made to application of the *Red Deer Valley Coal Operators' Assn.*, for consideration of rates on coal from Alberta, Board's file 28678.5, published in *Board's Orders and Judgments, Vol. 10, p. 66, at p. 70.*

In another connection, when it was alleged that international competition had been increased because the Dominion Government had removed the duty, and it was asked that there should be a decrease in Canadian railway rates to offset this, the Board used the following language:—

> "In the case before us, while, personally, I have sympathy with the 'territorial sectarianism' which desires industries to be established in one's own country in preference to a foreign country, the matter of sympathy affords no justification for the reduction asked. The existing rate not having been shown to be unreasonable, it is in the discretion of the Canadian railways whether they shall meet these rates and conditions which are, in great degree, due to trade competition, situation advantage, and remission of duties."

Canadian Oil Cos. vs. Grand Trunk, Canadian Pacific and Canadian Northern Ry. Cos., 12 Can. Ry. Cas., 350, at p. 358.

While sympathizing with the conditions involved, the position is that it has been absolutely necessary, on account of the conditions with which all Canadians are acquainted, to increase freight rates. Since the increases were made in 1920, there have been from time to time such decreases in rates as the Board has found justifiable. The commodity herein involved has shared in the general decreases. In addition, as pointed out, a special revision has been made on the movement to Montreal.

On full consideration, it does not appear that at the present time and on the record before the Board a further reduction can be directed.

APPLICATION OF NATIONAL DAIRY COUNCIL OF CANADA FOR CANCELLATION OF 20 PER CENT INCREASE IN EXPRESS RATES ON CREAM

Judgment of Chief Commissioner, November 21, 1922, concurred in by Assistant Chief Commissioner, Commissioners Boyce, Rutherford and Lawrence.

By General Order of this Board No. 327, dated the 2nd day of February, 1921, the express companies of Canada were allowed to increase their rates and charges as therein set forth, among said increases being a 20 per cent increase on the rates then charged for fish, fruit, vegetables, and cream. In November, 1921, a formal application was made to this Board asking it to reconsider its decision in so far as cream was concerned and place the rates on that commodity back to the point at which they were before the order of February 2, 1921. This application was refused, and the National Dairy Council appealed to the Privy Council of Canada under the provisions of section 52 of the Railway Act, 1919.

The important part of the decision of the Privy Council as found at P.C. 455, dated March 17, 1922, is as follows:—

> "There is no appeal from the thirty-five per cent. and twenty-five per cent. increases allowed on the first class and second class rates, and the only matter on appeal is the twenty per cent. increase on the class of express 'commodities,' which include cream. If the rate on cream could be dealt with by itself, it would be comparatively simple, but cream is only one of a variety of goods or merchandise classed for rating pur-

poses as 'commodities', and consisting at least of fruit, fish, vegetables, and cream. The flat increase of twenty per cent, allowed by the Board on February 2, 1921, applies equally to whatever comes within the 'commodity' group, and for that reason it would appear that if there is to be a reduction in the rate on cream, that there should be a further hearing by the Board for the purpose of ascertaining whether or not there should be a reduction on the various other classes of merchandise comprised in the 'commodity' group, and the Committee of the Privy Council is of opinion that in view of the material fall off in the market value of cream a corresponding reduction, if possible, should be made in the express freight rates, and if after hearing further evidence in regard to the various classes of goods included in 'commodities', the Board is of opinion that a general reduction of the 'commodities' rates cannot consistently be made, then and in such case a specific rate should be fixed for the subject matter of this appeal and along the lines hereinbefore suggested. The Committee of the Privy Council for the purpose above mentioned advised that this appeal be referred to the Board for further consideration."

Acting on the direction of the Privy Council, the case was again heard by this Board at Ottawa on the 20th and 21st days of April, 1922, at which hearing the express companies of Canada, the National Dairy Council, and the fish industries were represented by counsel. No person appeared on behalf of the producers and dealers in fruit and vegetables although 152 different persons and firms all over Canada had been notified. Mr. MacIntosh, of the Fruit Branch of the Department of Agriculture, appealed, but took no part in the proceedings, and, therefore, I take it for granted that the producers and dealers in these commodities have no fault to find with present conditions. The hearing consisted entirely of evidence pro and con as to the rates on fish and cream.

As I read the Order in Council, I am forced to the conclusion that His Excellency in Council expressed very strong desire that the rates on cream as well as the other commodities therein mentioned should be reduced, if possible, in view "of the material fall off in the market value", and this phase of the case was argued very strenuously by the representatives of the fish and cream industries and has been before the Board on a number of occasions during the past two years.

As the opinion of this Board upon this particular phase of rate making was so ably expressed by Assistant Chief Commissioner McLean in his recent judgment on the application of the National Dairy Council of Canada re freight rates on butter east and west of Calgary and Edmonton (file No. 30686.3), I cannot do better than quote that portion of the judgment in full, as follows:—

"The matter as presented is not based on the contention that the rates are out of line on butter as compared with other commodities, or that butter is paying an inordinate proportion of the increase in rates, which was found necessary, as compared with the burden on other commodities. The reasonableness of the rates as railway rates, bearing in mind the question of railway costs, was not attacked. The application was, in substance, the contention that because the selling price of butter had gone down since the rates were increased the rates should be accordingly reduced.

"The principle of charging what the traffic will bear is one of the factors which has been recognized in connection with rate regulation. At the same time, it has not been accepted as the only factor. If a

reduction in the price of a commodity is to automatically bring with it a reduction in the rate, it would logically follow that an increase in the price of a commodity would automatically carry with it an increase in the rate. This principle has not been accepted by the Board as valid. The mere ability of an article to pay, aside from the question of whether the increase in revenue to be derived from the increased rate is justifiably necessary, is not a conclusive justification for an increase in rate. In the increase in rates which Canada has had to face, the increase in rates was not made at the same time as prices went up. A considerable period of time elapsed before the rates were increased, and the justification for the increase was the increased cost to which the railways were subjected.

"In the application, there is apparent the idea that the needs of a shipper in respect of carrying on his business on a profitable basis afford a criterion of reasonableness of rates."

He then cited more than a dozen cases decided by this Board showing that no such principle has ever been adopted heretofore, and it seems to me it is unnecessary to go further in showing that it should not be adopted at the present time, because if any such principle were to be laid down, every time the value of a commodity increased or decreased, there would have to be a corresponding increase or decrease in the freight or express rate. While the value of a commodity has always played some part in rate fixing, yet, in my opinion, an important factor should be the cost to the transportation company for adequately performing the service. Nevertheless, as His Excellency the Governor General in Council had asked this Board to hear further evidence in regard to the various classes of goods included in "commodities", a comprehensive investigation was held on the question of the transportation of fish by express, no special reference being made to fruit or vegetables for the reasons hereinbefore explained.

The representatives of the fish industry submitted evidence showing a reduction in the value of the article, claiming that for that reason alone they were entitled to a reduction in the rate. The express companies gave evidence and filed exhibits showing the cost of transporting fish to different parts of Canada as compared with the rates received from the business.

As is well known, the railway companies furnish the express and refrigerator cars and transport them on their passenger trains, and, in the case of the Canadian Pacific Railway Company, they receive from the Dominion Express Company for this service an amount equal to 1½ times the regular first class freight rate, based upon the actual weight on the several commodities carried. The Canadian National Express Company pays to the Canadian National and Grand Trunk systems 50 per cent of the total receipts from the express business, and pays to the National Trans-continental and Grand Trunk Pacific Railways 40 per cent of the gross receipts, retaining the other 60 per cent for their services.

The recognized method by which they arrive at the cost of carriage, both in Canada and the United States, has been the cost to the railway companies of transporting an express or baggage car one mile. Slightly different methods have been followed in Canada and the United States, but the results have been practically the same in both countries. The method adopted in the United States was developed by the Interstate Commerce Commission. The method followed in Canada for some years past is what is called the Moule method, being a computation arrived at by the late Mr. Moule, Comptroller of the Canadian Pacific Railway Company, who was probably one of the best railway statisticians on the continent, and evidence was given by his successor, Mr. Lloyd, of the Canadian Pacific Railway Company, that he had compiled a statement of the business of the Canadian Pacific Railway for 1921, based upon the Moule formula, in which he found (Exhibit No. 16) that the net operating cost per express car mile was

34·41 cents. To this he added a proportion for taxes, fixed charges, and dividends, amounting to 8·75 cents, and a ratio for a margin of 2 per cent on common stock of 1·17 cents, making the amount which he contended the Canadian Pacific Railway should receive for each express car mile 44·33 cents, but for the purposes of this investigation the important part is the fact that the actual operating cost amounted to about 34½ cents per car mile. He stated that the total revenue per car mile received by the Canadian Pacific Railway Company from the Dominion Express Company was 39·86 cents per car mile, thus leaving something over 5 cents per car mile, over and above actual operating costs.

Mr. J. F. Aitchison, auditor of disbursements for the Grand Trunk Railway Company, stated that he had prepared a statement of the cost per express car mile on that system, based upon the Moule formula, with which he was very familiar, and for that road the actual cost would be 40·312 cents per car mile (Exhibit No. 17), and Mr. A. P. Mallory, Statistician of the Canadian National Railways, stated that he had prepared a statement for the Canadian National Railways upon the same formula in which he found that the cost per car mile would be 42·711 cents (Exhibit No. 18).

Mr. C. N. Ham, Secretary of the Express Traffic Association, gave evidence on the carriage of fish from Mulgrave to Montreal and Ottawa and also from Prince Rupert to Montreal, and, as both these movements are the most characteristic of the long haul fish business in Canada and are both exclusively upon Canadian National lines, in his figures he took the Canadian National costs as his basis. He showed that, on a movement from Mulgrave to Montreal, a distance of 980 miles, the revenue on a 20,000 pound car, net weight, of fish at $1.80 per 100 pounds would amount to $360, and the cost of hauling that car on the Canadian National Railways on the basis of Mr. Mallory's figures would be $380.12, or $20.12 more than the total revenue received by the express company for the service (p. 4351). In this case, the express company would pay one-half the total revenue to the Canadian National Railways. In other words, the railway company would receive $180 for transporting the carload of fish from Mulgrave to Montreal, and, according to the figures of their Statistician, the actual cost to the railway company would be $380.12, the result being that, while the express company would receive a reasonable amount for their share of the transportation, the Canadian National Railways would receive less than one-half the actual cost of transporting the goods; and he also stated that this took no account whatever of the cost of the empty return movement, which was stated to be considerable, although we have no actual evidence of the percentage as compared with the total loaded movement outward.

It also appeared that, while the majority of the fish from this particular point moved in carload lots, yet l.c.l. lots were forwarded on exactly the same rate, and, if 50 per cent of the full movement was required for the return of the empties, it would bring the cost to the railway company up to $570, for which they would receive from the express company ony $180.

Mr. Ham also gave a like comparison on a carload of fish from Prince Rupert to Montreal, a distance of 3,124 miles, with a carload of 25,000 pounds for which the express company would receive a total of $1,070. Figuring the cost to the railway company on Mr. Mallory's basis, it would amount to $1,334.26, but the railway company would receive from the express company only $535. If we added 50 per cent for the empty return movement, it would bring the total cost up to over $2,000, or nearly four times as much as the Canadian National Railways actually receives (p. 4356).

Mr. Ham also filed a number of exhibits, numbered from 24 to 27 inclusive, showing the express rates from and to the important centres in Canada and

showing a comparison between the express rate on fish, which, it must be remembered, is transported on passenger trains, with the first class freight rate and the first and second class express rates, Exhibit No. 24, which is extended herein, is from Mulgrave to various points between Quebec and Windsor, both inclusive, and shows that the present fish rate runs from 31 per cent to 39 per cent of the first class express rate and from 138 per cent to 185 per cent of the first class freight rate.

EXHIBIT No. 24

STATEMENT showing comparison of express rate on fresh fish with freight and express class rates from Mulgrave, N.S.

To	Express Rates			Fresh Fish Rate (Net Weight)	Per cent Fish Rate is of 1st Class Freight Rate	Per cent Fish Rate is of 1st Class Express Rate	Per cent Fish Rate is of 2nd Class Express Rate
	1st Class Freight Rate	1st Class	2nd Class				
Quebec	108	485	335	150	138·88	31	45
Montreal	115	540	375	180	156·52	33	48
Ottawa	122	595	410	190	155·73	32	46
Kingston	125½	640	445	210	167·33	33	47
Peterboro	133	660	460	210	157·89	32	46
Toronto	137	680	475	210	153·28	31	44
Hamilton	140	700	485	230	164·28	33	47
London	155	730	505	240	154·83	33	48
Windsor	162	770	535	300	185·18	39	56

This is characteristic of other exhibits showing the rates from and to different parts of Canada, all showing about the same results.

All the witnesses for the express companies were cross-examined by counsel for the applicants, but no evidence was given contradicting any of that hereinbefore referred to.

While probably the evidence upon the question of cost to the transportation companies should be sufficient, yet the Board was anxious to know something more about the fish business in Canada, and, therefore, of its own motion, asked a number of questions tending to show the amount paid the producer, that paid by the consumer, and the portion of the spread accounted for by express rates, and, while there was much evidence given, I think probably that with reference to steak cod would be characteristic of the whole, although possibly the spread would be a little greater than it would with haddock or some of the cheaper fishes, but substantially the same conditions prevail in the handling of all the different kinds of fish that play a part in this investigation.

The witnesses from whom this information was received were W. R. Spooner, wholesale fish merchant of Montreal; D. J. Byrne, General Manager, Leonard Fisheries, Limited, Montreal; A. H. Brittain, Managing Director, Maritime Fish Corporation, Montreal; and G. W. C. Binn, an employee of the Fish Department of the Canadian Packing Company, Ottawa. The manner of handling the fish is described by Mr. Spooner on pages 4162, 4163, 4164, and 4165 of the evidence, and while it would be too long to quote in full, yet the substance, so far as refers to codfish, is as follows;—

The fish is produced partly by the big firms themselves, either by operating boats or by employing others to do the work for them under contract, which

was referred to as "grubstaking", which means that the company makes advances to the fishermen to enable them to carry on the business, but, no matter whether the fish was produced by the ordinary fisherman or by the company, it was admitted that the price to the producer at a shipping point in the Maritime Provinces would be from 4 cents to 4½ cents per pound, as I understand it, with the head on (p. 4162), although that phase of it is somewhat uncertain from the evidence. The fish is then sold by the fish company, called the "producer", to an intermediary in Montreal, at an average price of 7½ cents per pound, which included express charges, which amount to 1·8 cents to Montreal and 1·9 cents to Ottawa. It will thus be seen that, while the company or producer pays an average of 4¼ cents to the fisherman and 1·8 cents express rate, or a total of 6·05 cents, it receives 7½ cents for the goods in Montreal, or a spread just a fraction under 1½ cents per pound. The intermediary sells to the retailer at from 8 cents to 9 cents a pound (p. 4164). Taking this on an average of 8½ cents, it means another cent spread, or, if sent to Ottawa, $\frac{1}{10}$ of a cent less, because the express rate is that much greater than to Montreal, and, according to the evidence of Mr. Binn (p. 4309), the consumer was paying 16 cents for steak cod, which, of course, would mean with the head severed. I do not know to what extent this would reduce the spread, but probably on an average it might be from 1 cent to 2 cents.

The express rate, before the judgment of February, 1921, on fish from the Maritime Provinces to Montreal was 1½ cents per pound, and, as it was increased to 1·8 cents, the increase would amount to $\frac{3}{10}$ of a cent per pound, and, when we consider that fish which netted the producer 4¼ cents per pound on an average, with 1·9 cents express rate to Ottawa, costs the consumer from 14 cents to 15 cents a pound, one can imagine what proportion of the $\frac{3}{10}$ of a cent increase, if remitted, would go to either producer or consumer of this very important commodity. While the more detailed information was not given regarding haddock and other fishes, yet the manner of handling is the same as with respect to cod and the spread between producer and consumer is in about the same proportions.

Therefore, considering this question either from the standpoint of the cost to the transportation companies for carrying the traffic or from the benefits to be derived by either producer or consumer, I fail to see where this Board would be justified in changing the rate fixed by this Board in its order of February, and, so far as fish is concerned, the rate should remain as it is until such time, which we all hope will soon arrive, when there may be a general reduction in express rates in Canada.

His Excellency the Governor General in Council, in referring to cream, stated as follows:—

> "and the Committee of the Privy Council is of opinion that in view of the material fall off in the market value of cream a corresponding reduction, if possible, should be made in the express freight rates.."

It would be physically possible to carry cream absolutely free, but I cannot imagine His Excellency wished to convey any such idea, and, therefore, I must construe that sentence to mean *if possible following any well recognized principle of rate regulation*, and, therefore, in order to meet the views of the appellate court, I think we must consider whether it would be possible, following any well recognized principles, to make a reduction of the whole or even a part of the increase in cream in the judgment of 1921.

Evidence on this particular phase of the case was given by Mr. McDonnell, General Manager of the Dominion Express Company, Mr. Burr, Traffic Manager

of the same company, and Mr. Muir, General Manager of the Canadian National Express Company. In arriving at a conclusion as to whether a rate can be reduced or not, or even whether the same be reasonable, any rate-making tribunal must take some note of the business methods employed by the company in carrying on the business, the wages paid to its employees, and, generally, must be satisfied that the business is conducted in a reasonably economical and businesslike manner, and, while this Board has no jurisdiction over the wage question, yet it was very fully discussed by both Messrs. McDonnell and Muir (p. 4248 and p. 4265 respectively).

Mr. McDonnell stated as follows (p. 4248):—

> "Q. You say you have done everything possible to bring about economy in administration. What have you done?
>
> "A. We have reduced our staff, and I think we have gotten a greater efficiency from the staff we have retained. We have checked very carefully all our expenditures and reduced them; we have gotten along without many things we would have been glad to purchase if we had the money.
>
> "Q. Give some of them.
>
> "A. Additional buildings and facilities.
>
> "Q. Can you give us any further details of how you economize, or how you have economized, or is a general statement the best you can give us?
>
> "A. I think I shall rest on the general statement that as vice-president and general manager of the company I have watched every expenditure that we could control and have kept it at the lowest possible figure consistent with the service the public demands of us.
>
> "Commissioner BOYCE: You have maintained the efficiency of the service?
>
> "A. Yes sir."

And Mr. Muir stated (p. 4265) as follows:—

> "Q. Before passing to the particular people with whom you made the comparison, what is your own opinion as to the reasonableness of the present wages; in other words, the express companies are before the Board justifying the existing rates. As everybody knows, the cost of living has come down to some considerable extent during the past year. Having regard to that, Mr. Muir, do you think that the rates of wages of your men could be reasonably lowered, so as to assist the companies in making different express rates, or what is your opinion upon that subject?
>
> "A. I do not think they could be reasonably lowered beyond the present point, with any degree of fairness to the employees, in our desire to obtain efficiency of service and the contentment of our employees, having them satisfied with conditions, which all tends to economy."

In addition to this, both companies filed statements showing the wages paid to the several classes of employees below that of route agent, which would include about 95 per cent of the total employees of the companies, and showed that they were not in excess of the wages paid to men performing similar services by some of the large departmental stores of Canada. Counsel for the applicants cross-examined on all these statements, but in conclusion expressed no opinion that they were in any cases higher than the services warranted, and, therefore, I must conclude that these companies are intelligently and economically operated, and any conclusions arrived at herein are based upon such premises.

It must also be remembered that the commodity rates on cream are the lowest of any express rates in existence in Canada to-day. On this point the evidence of Mr. Burr, Traffic Manager of the Dominion Express Company (p. 4326), is as follows:—

> "I think I should mention that this traffic, the cream traffic, has had the benefit of specific rates for a great many years, which specific rates are very much lower than any other commodity rate in existence, any other commodity rate applying on our lines. They have had the benefit of this concession, this special advantage, for over thirty years. In those thirty years there has been but one increase, and that was in February, 1921.
>
> "The CHIEF COMMISSIONER: Have there been any decreases in those thirty years?
>
> "A. There have been adjustments, which amounted to decreases."

Mr. Burr stated that they had made a complete study and analysis of the cream movement by the Dominion Express Company of the 18th day of May, 1921, explaining they had taken this day not for any special reasons but as a fair average of the movement of this commodity. The 18th day of May was in the middle of the week, in the middle of the month, a month not when the cream movement was at its height nor at its minimum, but, generally speaking, a fair average day. The result of this study was codified in Exhibit No. 22, which is as follows (p. 4329):—

EXHIBIT No. 22

May 18, 1921

Cans.	Weight	Express Rev. Actual	2nd Class	Freight 1st class lb. rates	Freight 1st Class at Min.
(5) 2,039	122,340	598·85	1,369·91	645·81	1,120·06
(8) 1,389	138,900	537·65	1,320·05	718·95	769·78
(10) 142	17,040	63·67	161·22	86·78	87·89
3,570	278,280	1,200·17	2,851·18	1,451·54	1,977·73

Ratio to 2nd class	42 per cent
Ratio to 1st class frt	82·6
Ratio to 1st class freight and min	60·6
Average weight per can	77·66 lbs.
Average charge per can by express (actual)	33·6 cents.
Average charge per can by express (2nd class)	79·8 "
Average charge per can by freight (1st class lb. rates)	40·6 "
Average charge per can by freight (with min.)	55·3 "
Average charge per 100 lbs. by express (actual)	43·1 "
Average charge per 100 lbs. by express (2nd class)	102·4 "
Average charge per 100 lbs. by freight (1st class lb. rates)	52·1 "
Average charge per 100 lbs. by freight (with min.)	71·0 "
Charge by express at 2nd class	2,851·18— 70 per cent of 1st class express charge.
Estimated charge at 1st class	4,073·11
Actual charge by express	1,200·10— 29·46 per cent of 1st class.
Previous charge by express	1,000·00— 24·5 per cent of 1st class
Charge by freight applying minimum charges	1,077·73—164·7 per cent of charge by express
Charge by freight at pound rates	1,451·54—120·9 per cent of charge by express

It will, therefore, be seen that the total number of cans handled on that day was 3,570, the weight 278.280 pounds, and the actual revenue received, $1,200.17. If this same quantity of cream had moved on the second class express rate, it would have produced a revenue of $2,851.18. If moved by

first class freight on the actual number of pounds, the revenue would have been $1,451.54, and if moved by freight on the first class on mimimum rates for the quantities as carried, the revenue would have been $1,977.73. In other words, the actual money received for the carriage of this cream was only about 6/7 of what a railway company would have received had the same been carried by first class freight on the actual number of pounds transported. A continuation of the same Exhibit was filed, showing further explanations and recapitulations in detail with 5, 8, and 10 gallon cans, but, as they produce the same results, it is unnecessary to repeat them here.

It was shown that the charges for transporting an 8 gallon can of cream one hundred miles, which can contains about 80 pounds of cream and 16 pounds for the container, under present rates is 43 cents with 6 cents for the return of the empty can, making a total for the 8 gallons of cream of 49 cents, or something less than ½ cent a pound on the combined weight of the cream and can outward and the can inward, whereas the old rate was 36 cents outward and 5 cents for the return of the empty. It was admitted by all parties at the hearing that the average haul would be about 100 miles, that the average butter fat would be about 25 per cent, or 20 pounds, in an 8 gallon can, and that, at the date of the hearing, the butter fat was worth from 36 cents to 37 cents a pound, which, at the lower figure, would amount to $7.20, the net result being that a commodity worth $7.20, weighing 96 pounds outward and 16 pounds inward, is being carried by the express companies on a passenger train a distance of 100 miles for 49 cents, or just a fraction over 6 cents per gallon, and that the increase complained of amounts to 8 cents on a commodity worth at least $7.20; and, in addition to this, it was also admitted that a percentage not actually stated, but a considerable percentage of this cream, known as "sweet cream" and used for household and ice cream purposes, etc., was worth 55 cents per pound butter fat instead of 36 cents, which would increase the value of the commodity and to that extent reduce the ratio of rate received by the express company for its carriage. I am again compelled to wonder how much of this 8 cents, if remitted, would ever accrue to the benefit of either producer or consumer.

During the argument, Mr. Scott, counsel for the applicant was asked by myself the following question (p. 4447):—

> "The Chief Commissioner: Any way, you can understand the information that I would like to have, or rather the phase of the question I am very much concerned in, because I appreciate this has been sent back here by the Court of Appeal in which they have very clearly expressed their wish, and I would like to have you point out to us how we can consistently comply with that wish."

To which he answered as follows:—

> "Mr. Scott: If you come to the conclusion that every pound of express that is moved by an express company must bring in a profit to the company, and if the evidence given by the express company is correct, I do not see how you can do it."

But he also expressed his opinion on p. 4443 as follows:—

> "I would like also to call the attention of the Board to the fact that the revenues of the companies are extremely small in the case of fish or milk. Their shipments are small in percentage, and, bearing in mind the volume and their revenues, the 20 per cent we ask on fish or cream will have no appreciable effect at all upon the revenues of the

companies. If it was a larger amount and a more serious matter, perhaps the other arguments I urge as to why the reduction should be made might not be given the weight that I submit they should be given in this case.

"If it meant anything more serious to the companies, it might be another matter, but in this particular case where it means nothing as far as the companies' finances are concerned whether they get this 20 per cent or not, yet where it means so much to the producers in both cases, and where it means the stimulation of a traffic which undoubtedly must be a benefit to the express companies, because they maintained these commodity rates long before the Board of Railway Commissioners was established, when they had it in their hands to do as they liked, and in that way it must be assumed that they want this business to continue, that is must be continued, that the business will be obtained at some time, even though not at the moment, therefore, it should not be too harshly dealt with."

With this argument and conclusion, I am unable to agree, because, if carried to its logical conclusion, any article which moved in very small quantities should be carried at a non-paying rate simply because in the end it would amount to very little as compared with the total revenues of the companies. It seems to me the proposition has only to be stated in order to refute itself, because an express company is the means of transportation provided under our railway system of carrying innumerable small articles on passenger trains for the purpose of expediting their movement and delivery, and, once such a principle were established, it would have to be universally followed.

When we consider that cream is carried at the lowest express rate of any commodity in Canada to-day, that it is much lower than the first class freight rate, that there has been but one increase of 20 per cent in thirty years or more, and that no more cogent justification can be advanced for the remission of this increase of 20 per cent than has been presented in this case, I am forced to the conclusion that it is *not possible* from any rate regulating standpoint to comply with the request of the applicants in this case, notwithstanding the wish expressed by His Excellency in Council, and, therefore, I think the application should be dismissed

APPENDIX "B"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD, W. E. CAMPBELL, FOR THE YEAR ENDING DECEMBER 31, 1922

SIR,—I have the honour to submit a memorandum of the freight, passenger, express, telephone, telegraph, and sleeping and parlour car schedules filed with the Board from November 1, 1904, when, by order of the Board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to December 31, 1921; and from January 1, 1922, to December 31, 1922, inclusive; also, of the more important orders relating to traffic, issued by the Board to December 31, 1922:—

SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1921

Freight—			
Local tariffs	16,702		
Supplements	33,807		
		50,509	
Joint tariffs	36,380		
Supplements	106,488		
		142,868	
International tariffs	129,783		
Supplements	395,261		
		525,044	
			718,421
Passenger—			
Local tariffs	17,143		
Supplements	21,958		
		39,101	
Joint tariffs	15,416		
Supplements	24,987		
		40,403	
International tariffs	29,183		
Supplements	58,529		
		87,712	
			167,216
Express—			
Local tariffs	6,023		
Supplements	57,233		
		63,256	
Joint tariffs	6,275		
Supplements	23,016		
		29,291	
International tariffs	5,976		
Supplements	6,961		
		12,937	
			105,484
Telephone—			
Local tariffs	2,528		
Supplements	1,992		
		4,520	
Joint tariffs	3,496		
Supplements	26,202		
		29,698	
International tariffs	429		
Supplements	9,719		
		10,148	
			44,366
Telegraph—			
Tariffs	173		
Supplements	200		
		373	
			373
Sleeping and Parlour Car—			
Local tariffs	187		
Supplements	243		
		430	
Joint tariffs	170		
Supplements	292		
		462	
International tariffs	256		
Supplements	759		
		1,015	
			1,907
Combined totals, all Schedules			1,037,767

SCHEDULES RECEIVED FROM JANUARY 1, 1922, TO AND INCLUDING DECEMBER 31, 1922

Freight—			
Local tariffs	1,533		
Supplements	3,308		
		4,841	
Joint tariffs	4,465		
Supplements	14,286		
		18,751	
International tariffs	12,674		
Supplements	35,856		
		48,530	
			72,122
Passenger—			
Local tariffs	1,264		
Supplements	1,607		
		2,871	
Joint tariffs	1,688		
Supplements	2,380		
		4,068	
International tariffs	3,150		
Supplements	5,898		
		9,048	
			15,987
Express—			
Local tariffs	55		
Supplements	186		
		241	
Joint tariffs	102		
Supplements	961		
		1,063	
International tariffs	137		
Supplements	353		
		490	
			1,794
Telephone—			
Local tariffs	132		
Supplements	462		
		594	
Joint tariffs	416		
Supplements	3,512		
		3,928	
International tariffs			
Supplements			
			4,522
Telegraph—			
Tariffs	8		
Supplements	11		
		19	
			19
Sleeping and Parlour Car—			
Local tariffs	19		
Supplements	38		
		57	
Joint tariffs	52		
Supplements	77		
		129	
International tariffs	40		
Supplements	116		
		156	
			342
Combined total, all Schedules			94,786
Grand Total			1,132,553

Summary of Traffic Orders of General Interest Issued During the Year Ended December 31, 1922

General Order No. 354, January 4, 1922.—Requires all railway companies subject to the jurisdiction of the Board to file tariffs showing a charge of one cent per 100 pounds for the stop-over privilege on all grain for storage, milling, malting, or other treatment; such privilege to be granted for all grain produced in Canada, subject to a reasonable charge for out-of-line hauls.

No. 31971, January 4, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Schomberg Telephone Company, operating in the Counties of Simcoe and York, Ont.

No. 32025, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Canadian Telephone Company, operating in the Counties of Compton and Wolfe, Que.

No. 32026, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Dawn Municipal Telephone System, operating in the Counties of Lambton and Kent, Ont.

No. 32027, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Elmsley South Rural Telephone Company, operating in the Counties of Leeds and Lanark, Ont.

No. 32028, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Hazeldean Rural Telephone Company, operating in the County of Carleton, Ont.

No. 32029, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Grattan Number Seven Telephone Association, operating in the County of Renfrew, Ont.

No. 32030, January 14, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone d'Yamaska, operating in the County of Yamaska, Que.

No. 32048, January 21, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the McKillop, Logan & Hibbert Telephone Company, operating in the Counties of Huron and Perth, Ont.

No. 32063, January 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Normanby Telephone Company, operating in the County of Grey, Ont.

No. 32069, January 25, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Ayton Telephone Company, operating in the County of Grey, Ont.

No. 32070, January 25, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Minto Rural Telephone Company, operating in the County of Wellington, Ont.

No. 32091, February 4, 1922.—Approves Standard Freight Mileage Tariff, C.R.C. No. 672, of the Chatham, Wallaceburg & Lake Erie Railway.

No. 32105, February 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Camden Independent Telephone Company, operating in th County of Lennox and Addington, Ont.

No. 32106, February 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Ravenscliffe Telephone Company, operating in the District of Muskoka, Ont.

No. 32107, February 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Harvey Municipal Telephone System, operating in the County of Peterborough, Ont.

No. 32108, February 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Selby Telephone Company, operating in the Counties of Lennox and Addington and Hastings, Ont.

No. 32123, February 10, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone Rurale de St. Angele de Laval, operating in the County of Nicolet, Que.

General Order No. 357, February 14, 1922.—Amends General Order No. 354 with respect to charge for out-of-line haul on Western grain moving all-rail or lake-and-rail to milling points in eastern Canada.

No. 32160, February 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Mornington Municipal Telephone System, operating in the Counties of Perth and Waterloo, Ont.

No. 32162, February 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Union Telephone Company, operating in the County of Wellington, Ont.

No. 32173, February 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Apsley Telephone Company, operating in the County of Peterborough, Ont.

No. 32178, March 1, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Korah Central Telephone Company, operating in the District of Algoma, Ont.

General Order No. 360, March 6, 1922.—Requires railway companies to amend their tariffs to provide for the allowance, at points east of Fort William, of fifty cents per car door of not less than twenty-one square feet, when furnished by shippers of lime, in bulk.

No. 32194, March 7, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the East Middlesex Telephone Company, operating in the Counties of Middlesex, Oxford, and Perth, Ont.

No. 32195, March 6, 1922.—Defines the meaning of sections 1 and 2 of General Order No. 234, dated May 22, 1918, with respect to milling in transit arrangements to destinations east of Port Arthur, Fort William, and Armstrong, Ont.

No. 32196, March 8, 1922.—Suspends Algoma Central & Hudson Bay Railway Company's tariff C.R.C. No. 585 showing increases in the switching rate on coal from the New Ontario Coal Company's dock to the Canadian Pacific Railway at Sault Ste. Marie, Ont.

No. 32197, March 7, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Corporation of the Township of Maidstone, operating in the County of Essex, Ont.

No. 32211, March 9, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Urban & Rural Telephone Company, operating in the Counties of Kent, Lambton, and Middlesex, Ont.

No. 32212, March 9, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Dunwich & Dutton Telephone Company, operating in the Counties of Elgin and Middlesex, Ont.

No. 32221, March 20, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Tyendinaga Municipal Telephone System, operating in the County of Hastings, Ont.

No. 32233, March 27, 1922.—Approves Standard Mileage Freight Tariffs, C.R.C. No. E-390 and C.R.C. No. E-393, of the Canadian National Railways.

No. 32247, March 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Shakespeare Telephone Company, operating in the District of Sudbury, Ont.

No. 32248, March 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Iron Bridge Telephone Company, operating in the District of Algoma, Ont.

No. 32253, March 31, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Wakefield & Masham Telephone Company, operating in the Counties of Ottawa and Pontiac, Que.

No. 32286, April 10, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Glengarry Telephone Company, operating in the Counties of Glengarry and Prescott, Ont.

No. 32311, April 19, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Harwood Rural Telephone Company.

No. 32320, April 19, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Corporation of the Township of Rochester, operating in the County of Essex, Ont.

No. 32337, April 25, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Victory Telephone Limited, operating in the County of Chambly, Que.

No. 32347, May 1, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Scotch Line & Stanleyville Telephone Company, operating in the County of Lanark, Ont.

General Order No. 363, May 10, 1922.—Approves proposed Supplement No. 19 to the Canadian Freight Classification No. 16.

No. 32404, May 17, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the McKillop Municipal Telephone System, operating in the County of Huron, Ont.

General Order No. 364, May 23, 1922.—Prescribes mileage rates to apply on agricultural limestone or stone dust east of Port Arthur, Fort William, and Armstrong, Ont.

No. 32422, May 23, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Ivy-Thornton Telephone Company, operating in the County of Simcoe, Ont.

No. 32441, May 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Township of Hay, operating in the County of Huron, Ont.

No. 32442, May 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Ernestown Rural Telephone Company, operating in the Counties of Lennox and Addington and Frontenac, Ont.

No. 32448, May 31, 1922.—Suspends American Railway Express Company's tariffs C.R.C. Nos. 1333, 1341, and 1344, and item No. 1 in Express Traffic Association tariff C.R.C. No. E.T. 732, as applicable to rates on fruit and vegetables moving from Ontario points

No. 32468, June 5, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Stroud Telephone Company, operating in the County of Simcoe, Ont.

No. 32469, June 2, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and Le Telephone de St. Sebastien d'Iberville, operating in the Counties of Iberville and Missisquoi, Que.

No. 32471, June 2, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Leeds and Grenville Independent Telephone Company, operating in the Counties of Leeds and Grenville, Ont.

No. 32477, June 5, 1922.—Disallows Algoma Central & Hudson Bay Railway Company's tariff C.R.C. No. 585 showing increases in the switching rate on coal from the New Ontario Coal Company's dock to the Canadian Pacific Railway at Sault Ste. Marie, Ont.

No. 32487, June 13, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the St. Marys, Medina & Kirkton Telephone Company, operating in the Counties of Huron, Perth, Middlesex and Oxford, Ont.

No. 32511, June 19, 1922.—Requires the American Railway Express Company to publish and file a local rate on fruit and vegetables from Fenwick, Ontario, to Hamilton, Ontario, of forty cents per 100 pounds, and rescinds Order No. 32448.

General Order No. 365, June 24, 1922.—Specifies time in which railway companies will make periodical returns to the Board in respect of the carriage of traffic at free or reduced rates.

No. 32547, June 26, 1922.—Suspends Bell Telephone Company's tariff C.R.C. No. 5383, showing increased telephone rates in the City of Windsor, Ont.

No. 32549, June 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Fourth Line of Bathurst Telephone Association, operating in the County of Lanark, Ont.

No. 32550, June 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Tiny Municipal Telephone System, operating in the County of Simcoe, Ont.

General Order No. 366, June 30, 1922.—Requires railway companies in Canada to file tariffs, effective August 1, 1922, showing reduced rates on various commodities, and reduces the standard freight mileage scale in Pacific Territory.

General Order No. 367, June 29, 1922.—Requires that all international express commodity tariffs be amended so as to include a rule to the effect that rates named therein, unless specifically indicated as being competitive, will apply to or from intermediate points in Canada not enumerated in said tariffs.

No. 32566, July 4, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone Rural de Ste. Sabine, operating in the Counties of Missisquoi and Iberville, Que.

No. 32570, July 4, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Perth & Christy's Lake Telephone Company, operating in the County of Lanark, Ont.

No. 32589, July 8, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Farmers Telephone Company, operating in the Counties of Chateauguay, Huntingdon, Beauharnois and St. Johns, Que.

No. 32613, July 15, 1922.—Approves Standard Freight Mileage Tariffs of the Canadian Pacific Railway, Esquimalt & Nanaimo Railway, and Kettle Valley Railway, filed in accordance with General Order No. 366.

No. 32615, July 17, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the North Easthope Municipal Telephone System, operating in the County of Perth, Ont.

No. 32627, July 19, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Goderich Municipal Telephone System, operating in the County of Huron, Ont.

No. 32629, July 20, 1922.—Approves Standard Mileage Freight Tariffs of the Canadian National Railways, Grand Trunk Pacific Railway, Edmonton, Dunvegan & British Columbia Railway, and Central Canada Railway, filed in accordance with General Order No. 366.

No. 32630, July 20, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Everett Telephone Company, operating in the Counties of Simcoe and Dufferin, Ont.

No. 32633, July 20, 1922.—Approves Tariff of Exchange Rentals and Charges for Service, C.R.C No. 1, of the Eastern Telephone & Telegraph Company.

No. 32634, July 21, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Balaclava Telephone Company, operating in the County of Grey, Ont.

No. 32635, July 24, 1922.—Approves Standard Mileage Freight Tariffs C.R.C. Nos. 1797 and 1798 of the Great Northern Railway, filed in accordance with General Order No. 366.

No. 32637, July 24, 1922.—Requires the Grand Trunk Railway Company to publish and file tariffs showing a rate of ninety cents per ton on high calcium limestone from Beachville to Niagara Falls, Ont.

No. 32641, July 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Welford Rural Telephone Company, operating in the Counties of Grenville and Lanark, Ont.

No. 32642, July 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Norton & McNab Telephone Association, operating in the County of Renfrew, Ont.

No. 32643, July 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Drummond Centre Telephone Company, operating in the County of Lanark, Ont.

No. 32644, July 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Madawaska Telephone Association, operating in the County of Renfrew, Ont.

No. 32651, July 21, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Addison Rural Independent Telephone Company, operating in the County of Leeds, Ont.

No. 32660, July 28, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the McNab Telephone Company, operating in the Counties of Renfrew and Lanark, Ont.

No. 32708, July 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Little Britain Telephone Company, operating in the County of Victoria, Ont.

No. 32711, August 2, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Harrietsville Telephone Association, operating in the Counties of Middlesex and Elgin, Ont.

No. 32712, July 27, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Farrelton Rural Telephone Company, operating in the County of Ottawa, Que.

No. 32713, August 8, 1922.—Approves Standard Mileage Freight Tariffs C.R.C. Nos. 2643 and 2644 of the New York Central Railroad Company.

No. 32730, August 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Mallorytown Telephone Company, operating in the County of Leeds, Ont.

No. 32736, August 5, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the East Wakefield Telephone Company, operating in the County of Ottawa, Que.

No. 32738, August 9, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Wilmot Municipal Telephone System, operating in the Counties of Waterloo and Perth, Ont.

No.32739, August 9, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Ryde Municipal Telephone System, operating in the District of Muskoka, Ont.

No. 32740, August 9, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Wroxeter Rural Telephone Company, operating in the County of Huron, Ont.

No. 32761, August 11, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Parkhill-Arkona Telephones, Limited, operating in the Counties of Lambton and Middlesex, Ont.

No. 32784, August 23, 1922.—Approves Standard Freight Mileage Tariff C.R.C. No. 221 of the British Columbia Electric Railway Company.

No. 32785, August 23, 1922.—Approves Supplement No. 2 to Express Classification for Canada No. 5.

No. 32786, August 22, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Caledon Municipal Telephone System, operating in the County of Peel, Ont.

No. 32787, August 23, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Huron & Kinloss Municipal Telephone System, operating in the Counties of Bruce and Huron, Ont.

No. 32789, August 23, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Rural Telephone Company of Kitley, operating in the County of Leeds, Ont.

No. 32790, August 23, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Maple Grove Telephone Company, operating in the County of Dufferin, Ont.

No. 32792, August 24, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Compagnie Electrique Maniwaki, operating in the County of Ottawa, Que.

No. 32795, August 25, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Bracebridge and Northwood Telephone Company, operating in the District of Muskoka, Ont.

No. 32796, August 25, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Nipissing Municipal Telephone System, operating in the District of Parry Sound, Ont.

No. 32829, September 7, 1922.—Approves Standard Mileage Freight Tariff C.R.C. No. 89 of the New Brunswick Coal & Railway Company.

No. 32830, September 7, 1922.—Approves Standard Mileage Freight Tariff C.R.C. No. 123 of the Fredericton & Grand Lake Coal & Railway Company.

No. 32867, September 19, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Corporation of the Township of Watt, operating in the District of Muskoka, Ont.

No. 32870, September 19, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Lower Bonnechere Telephone Company, operating in the County of Renfrew, Ont.

No. 32894, September 26, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Blind Line Telephone Company, operating in the County of Grey, Ont.

No. 32906, September 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Lansdowne Rural Telephone Company, operating in the County of Leeds, Ont.

No. 33016, October 21, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Roseville Rural Telephone Company, operating in the County of Lanark, Ont.

General Order No. 371, November 3, 1922.—Disallows item in tariffs or supplements filed by railway companies increasing the rate on box shooks, in carloads, pending hearing by the Board.

No. 33049, November 7, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the West Williams Rural Telephone Association, operating in the County of Middlesex, Ont.

No. 33056, November 8, 1922.—Approves Supplement No. 3 to the Express Classification for Canada No. 5.

No. 33059, November 7, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Home Telephone Company, operating in the Counties of York and Ontario, Ont.

No. 33078, November 10, 1922.—Approves Supplement No. 4 to the Express Classification for Canada No. 5.

No. 33088, November 14, 1922.—Approves Standard Freight Tariff C.R.C. No. 1 of the Maritime Coal, Railway and Power Company, Limited.

No. 33089, November 14, 1922.—Approves Standard Passenger Tariff C.R.C. No. 1 of the Maritime Coal, Railway and Power Company, Limited.

No. 33120, November 20, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone du Notre Dame de Ham, operating in the County of Wolfe, Que.

No. 33121, November 20, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Mount Albert Telephone Company, operating in the Counties of York and Ontario, Ont.

No. 33154, November 27, 1922.—Approves Supplement No. 5 to the Express Classification for Canada No. 5.

No. 33168, November 28, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Commissioners for the Telephone System of the Municipality of the Township of North Algoma, operating in the County of Renfrew, Ont.

No. 33169, November 28, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone Local de Ham Nord, operating in the County of Wolfe, Que.

No. 33170, November 28, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Queen's Line Telephone Company, operating in the County of Renfrew, Ont.

No. 33177, November 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone de Weedon, operating in the County of Wolfe, Que.

No. 33178, November 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Kerr Line Telephone Company, operating in the County of Renfrew, Ont.

No. 33179, November 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone Rural de St. Mathieu, operating in the Counties of Laprairie and Napierville, Que.

General Order No. 372, November 24, 1922.—Relieving Railway Companies, for the present, and until further or other order, from reporting the amount of surcharges collected on international shipments.

No. 33198, December 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Drummondville Telephone Company, operating in the Counties of Drummond, Bagot and Yamaska, Que.

No. 33203, December 6, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Atherley Telephone Company Association, operating in the County of Ontario, Ont.

No. 33227, December 15, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Goderich Rural Telephone Company, operating in the County of Huron, Ont.

No. 33228, December 15, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Commissioners for the Telephone System of the Municipality of the Township of Colborne, operating in the County of Huron, Ont.

No. 33229, December 15, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Commissioners for the Telephone System of the Municipality of the Township of Euphrasia, operating in the County of Grey, Ont.

No. 33230, December 15, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Chapeau Rural Telephone Company, operating in the County of Pontiac, Que.

No. 33244, December 26, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the Commissioners for the Telephone System of the Municipality of the Township of Humphrey, operating in the District of Parry Sound, Ont.

No. 33245, December 26, 1922.—Rescinds Orders Nos. 15286 and 15386, dated respectively March 15, 1910, and November 14, 1911, prescribing certain rates to be charged by the Grand Trunk Railway Company and the Michigan Central Railroad Company on binder twine.

No. 33250, December 28, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and the South Malahide Telephone Company, operating in the County of Elgin, Ont.

No. 33254, December 29, 1922. Approves agreement for interchange of telephone service between the Bell Telephone Company and the North Renfrew Telephone Company, operating in the County of Renfrew, Ont.

No. 33256, December 29, 1922.—Approves agreement for interchange of telephone service between the Bell Telephone Company and La Compagnie de Telephone Rurale de St. Angele de Laval, operating in the County of Nicolet, Que.

General Order No. 373, December 30, 1922.—Rescinds, until further order, General Order No. 372, dated November 24, 1922, respecting surcharge on international shipments.

APPENDIX " C "

REPORT OF THE CHIEF ENGINEER OF THE BOARD, G. A. MOUNTAIN, FOR THE YEAR ENDING DECEMBER 31, 1922

ROUTE MAPS

The Canadian Pacific Railway filed and obtained approval of route map from Cutknife, Sask., to Whitford Lake, Alta., mileage 0 to 180.

LOCATION PLANS

Plans have been approved showing location of branch lines, most of which are in the western provinces, and are as follows:—

Canadian National Railways

Dundee Branch, mileage 18·72 to 19·72, Manitoba. Revision.

Prince Albert—Denholm Branch, mileage 0 to 20·81, Saskatchewan. Revision.

Canadian Northern Quebec Railway, through Parishes of Ste. Eustache and St. Augustin, Province of Quebec. Revision.

Canadian Northern Quebec Railway, Lachute Subdivision, mileage 35·16 Revision.

Meeting Lake Branch, mileage 0 to 23·01, Saskatchewan. Revision.

Canadian Northern Pacific Railway, mileage 213·74 to 218·64. Revision.

Canadian Northern Pacific Railway, mileage 57·25 to 62·41. Revision.

Halifax & Southwestern Railway, Middleton Subdivision. Revision.

Canadian Northern Ontario Railway, between Neebing Avenue and Frederica Street, Fort William, Ont. Revision.

Niagara, St. Catharines & Toronto Railway, on Great Western Street, St. Catharines, Ont. Revision.

Brandon Subdivision, mileage 72·06 to 72·74, Manitoba. Revision.

Canadian Pacific Railway

Interprovincial & James Bay Railway, mileage 53 to 69. Quebec.

Kettle Valley Railway, mileage 10·28 near Okanagan Falls to mileage 39·33 on International Boundary, B.C.

Rosetown southeasterly, mileage 0 to 18·66. Saskatchewan.

Esquimault & Nanaimo Railway, from Johnson Street to Store Street, Victoria, B. C. Revision.

Swift Current northwesterly, mileage 31·07 to 34·02, Saskatchewan. Revision.

Interprovincial & James Bay Railway, mileage 48·01 to 49·05, and mileage 0 to 3, Ville Marie spur, Quebec. Revision.

HIGHWAY CROSSINGS

In connection with the above location plans there were two hundred and thirty-two highway crossings approved, also fifteen diversions of highways.

BRIDGES

The different railways throughout the country were authorized to construct, or reconstruct, sixty-four bridges. Also thirty-six bridges were inspected by the Board's Engineers and authority granted for operation.

INDUSTRIAL SPURS

Authority was granted for the construction of one hundred and ninety industrial spurs, varying in length from a few hundred feet to six miles.

RAILWAY CROSSINGS

Grade crossings were authorized at the following points, protected by full interlocking plants:—

Canadian National Railways by Canadian Pacific Railway, at Russell, Man.

Canadian National Railway by Grand Trunk Pacific Railway in N.W. $\frac{1}{4}$ Sec. 14, Twp. 53, R. 24, W. 4 Mer., Edmonton, Alta.

Crossings protected by half interlocking plants were authorized as follows:—

Hull Electric Railway by Canadian Pacific Railway at Montcalm Street, Hull, P.Q.

Sarnia Street Railway by Grand Trunk Railway at intersection of Exmouth and Front Streets, Sarnia, Ont.

Windsor Essex & Lake Shore Rapid Railway by Hydro Electric Power Commission with two tracks at intersection of Aylmer Avenue and Wyandotte Street, Windsor, Ont.

Canadian Pacific Railway, Havelock Subdivision, by Canadian Pacific Railway, Kingston Subdivision, at Sharbot Lake, Ont.

Winnipeg Street Railway by Grand Trunk Pacific Railway at Pembina Highway, Winnipeg, Man.

The following interlockers were inspected and changes authorized in the signals:—

British Columbia Electric Railway Crossing, Vancouver, Victoria & Eastern Railway at Powell Street, Vancouver, B.C.

Michigan Central Railroad crossing Grand Trunk Railway at Southwold, Ont.

Canadian National Railway, Battleford Subdivision, crossing Grand Trunk Pacific Railway, Cudworth Subdivision.

Canadian National Railway crossing Grand Trunk Pacific Railway at Dana, Sask.

Michigan Central Railroad crossing Grand Trunk Railway at Yarmouth, Ont.

Canadian Pacific Railway crossing Grand Trunk Railway at North Essa, Ont.

TRACK CONNECTIONS

Plans have been approved and authority granted for operation of the following:—

Canadian National Railway, Battle River Subdivision connection with Viking Subdivision, a distance of 0·52 miles.

Canadian National Railway connection with Grand Trunk Pacific Railway at Barlow, Alta.

Canadian Northern Ontario Railway connection with Grand Trunk Railway at Washago, Ont.

Canadian Northern Quebec Railway connection with National Transcontinental Railway between Lachevrotiere Station and St. Pare Station, P.Q.

Edmonton Street Railway with Canadian National Railway at 104th Street, Edmonton, Alta.

Grand River Railway with Canadian Pacific Railway at Galt, Ont.

Guelph Radial Railway with Canadian Pacific Railway at Guelph, Ont.

Canadian National Railway with Grand Trunk Pacific Railway at Barlow, Alta.

Canadian National Railway with Canadian Pacific Railway at Moose Jaw, Sask.

Quebec Central Railway with Canadian National Railway at Diamond Jct., P.Q.

Canadian Pacific Railway, LaSalle Loop, with Lachine Canal South Bank Branch, LaSalle, P.Q.

Halifax & Southwestern Railway with Dominion Atlantic Railway at Middleton, N.S.

Hydro-Electric Power Commission tracks with the Essex Terminal Railway in the Township of Sandwich West, Ont.

OPENING FOR TRAFFIC

Canadian National Railway from Scarpa, mileage 28·54, to Beachy, Sask., mileage 35.

Canadian Pacific Railway, Lanigan northeasterly, mileage 0 to mileage 49·34, Saskatchewan.

Canadian National Railway, St. Lawrence Subdivision, mileage 87·6 to mileage 91·6, Quebec.

Canadian National Railway, Amaranth to Alonsa, Manitoba, mileage 44·2 to mileage 62.

Canadian Pacific Railway, Adirondack Subdivision, mileage 42·82, to St. Patrick Street, LaSalle, Quebec.

Canadian National Railway from Gravelbourg, mileage 79 to mileage 109, Saskatchewan.

Canadian National Railway from Red Deer, mileage 0, to junction with Brazeau Subdivision, mileage 6·1, Alberta.

Canadian National Railway, Kashabowie Subdivision, mileage 8·7 to mileage 11·1. Revision.

Canadian Pacific Railway, Russell northerly, mileage 6·5 to mileage 12·34. Manitoba.

Canadian Pacific Railway, Weyburn-Lethbridge Branch, mileage 314·2 to mileage 351·04. Alberta.

POWER LINES

High tension power line Hydro Electric Power Commission from Burlington to Queenston, Ontario.

High tension power line Hydro Electric Power Commission across property of Grand Trunk Railway at Grimsby, Ont.

Double trolley, 600 volt overhead system of Hydro Electric Power Commission, over Windsor Essex & Lake Shore Rapid Railway at Howard Street, Windsor, Ont.

PROTECTIVE DEVICES

Installation electric bell and wig-wag at Main Street Crossing of the Grand Trunk Railway, Princeton, Ont.

Installation electric bell and wig-wag at highway crossing south of Iberville Jct., mileage 18·8, Adirondack Subdivision, Canadian Pacific Railway.

Installation of wig-wag at Argyle Street Crossing of the Grand Trunk Railway, Peterborough, Ont.

Installation of electric bell and wig-wag at crossing of Canadian National Railway at intersection of Smith Street and Eighth Avenue, Regina, Sask.

Installation of electric bell and wig-wag at crossing of Canadian National Railway at intersection of Smith Street and Dewdney Avenue, Regina, Sask.

Installation of electric bell and wig-wag at Stave Bank Road crossing of Grand Trunk Railway, Port Credit, Ont.

Installation of electric bell and wig-wag at Wentworth Street crossing of Dominion Atlantic Railway, Windsor, N.S.

Installation of wig-wag at Watson Street crossing of the Grand Trunk Railway, Woodstock, Ont.

Installation of electric bell and wig-wag at Main Street crossing of Canadian National Railway, Shawinigan Falls, P.Q.

Installation of wig-wag at Seminole Street crossing of Pere Marquette Railway, Walkerville, Ont.

Installation of wig-wag at Melford Street crossing of the Canadian Pacific Railway, Fairville, N.B.

Installation of wig-wag at Mechanic Street crossing of the Canadian Pacific Railway, Bath, N.S.

Installation of bell and wig-wag at Perth Road crossing of the Canadian Pacific Railway, mileage 100·9, Kingston Subdivision.

Installation of electric bell and wig-wag at Craig Street crossing of the Canadian Pacific Railway, Perth, Ont.

Installation of electric bell and wig-wag at highway crossing of the Grand Trunk Railway, east of Renton, Ont.

SUBWAYS

Reconstruction of tunnel at mileage 21·45, Mountain Subdivision, Canadian Pacific Railway, British Columbia.

Subway under the Esquimault & Nanaimo Railway at Johnson Street, Victoria, B.C.

Subway under the Canadian Pacific Railway in Sec. 16, Twp. 7, Rge. 3, W. 5 Mer., Alberta, to the Mohawk Bituminous Mines.

Subway under Canadian Pacific Railway at Algoma Station, Ont.

DRAINAGE

Mathers Drain under the Grand Trunk Railway, Lots 32 and 34, Con. 1, Township of Morris, Ont.

Drainage under the Canadian Pacific Railway, Lots 5 and 6, Con. 1, Township of Pallat, District Kenora, Ont.

Irrigation ditch under the Canadian Pacific Railway in S.W. ¼ Sec. 29, Twp. 9, Rge. 22, W. 4 Mer., Alberta.

Irrigation ditch under the Canadian Pacific Railway in N.W. ¼ Sec. 6, Twp. 10, Rge. 22, W. 4 Mer., Alberta.

Irrigation ditch under the Canadian Pacific Railway in S.W. ¼ Sec. 9, Twp. 10, Rge. 23, W. 4 Mer., Alberta.

Irrigation ditch under the Canadian Pacific Railway in N.E. ¼ Sec. 19, Twp. 9, Rge. 26, W. 4 Mer., Alberta.

Irrigation ditch under the Canadian Pacific Railway in S.E. ¼ Sec. 15, Twp. 10, Rge. 24, W. 4 Mer., Alberta.

Culvert under Canadian Pacific Railway at Dorval, P.Q.

Storm sewer under Grand Trunk Railway on Wellington Street, Hamilton, Ont.

De l'Ile Drain under Grand Trunk Railway, Parish St. Michel, P.Q.

Sewer under Toronto Hamilton & Buffalo Railway at King Street West, Hamilton, Ont.

Culvert under the Canadian National Railway at Broad Road, Regina, Sask.

MISCELLANEOUS

In addition to the above, many other matters have been dealt with, some of them involving inspections, such as fencing exemptions, draw-bridges, expropriation of land for railway purposes, cableway crossings, cattle passes, overhead tramways, water mains, wire crossings, ditches, etc.

APPENDIX " D "

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD, GEORGE SPENCER, FOR THE YEAR ENDING DECEMBER 31, 1922

REPORTING AND INVESTIGATING OF ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS OF LIFE

During the twelve months accidents to the number of 2,588, covering 243 persons killed and 2,856 persons injured, were reported to the Board by the various railway companies under its jurisdiction. For particulars, attention is directed to statements 1, 3 and 4.

A perusal of statements Nos. 2, 5, and 6, which are comparative statements of the killed and injured, reveals exactly the same number of persons killed and an increase of 928 persons injured as compared with the year 1921.

Out of a total of 2,588 accidents reported, as above referred to, 1,636 (63 per cent were investigated, covering 214 persons killed and 1,931 injured. Statements Nos. 7, 8, 9, and 10 set out in detail the investigations made as regards collisions, derailments, highway crossing accidents, also accidents the result of working on or under engines. These four statements show a total of 500 investigations covering 86 persons killed and 774 persons injured. The remainder of the investigations, which number 1,136, covering 128 persons killed and 1,157 persons injured, are spread over accidents covered by the various other headings referred to in statements Nos. 3, 4, and 5.

It will be observed that out of the total of 243 persons killed and 2,856 injured, there were trespassers to the number of 71 killed and 90 injured. In this connection reference is made to statement No. 16 which shows the number killed and injured by railways and provinces.

The matter of highway crossing accidents, protection provided, etc., is set out in detail in statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

INSPECTION OF SAFETY APPLIANCES

The work in this connection is largely carried on under the provisions of section 298 of the Act and General Order No. 102. The year's work is set out in detail in statements Nos. 19, 20, 21 A and B. It is needless to say that the inspection of 82,128 cars entails considerable time and labour, both as regards field work, and the resultant checking, recording and filing of the numerous reports, in addition to the correspondence necessary in following up with a view to having the railway companies take the necessary action to have the defects remedied. The inspection of 82,128 cars produced 4,057 defective cars (4·94 per cent) with defects totalling 4,531.

INSPECTION OF STATIONARY BOILERS

This division of the work is carried out under sections 298, 299, 300 and 301 of the Railway Act, and General Orders Nos. 12, 31, 66, 78, 102, 107, 131, 171, 199, 226, 289, 293 and 330.

Under General Order No. 78, the so-called " Locomotive Boiler Inspection Order," approximately 70,000 report forms of monthly and annual inspections were filed during the year.

Under General Order No. 330 the so-called "Stationary Boiler Inspection Order," approximately 20,000 report forms of semi-annual and annual inspections were filed during the year.

During the year locomotives to the number of 11,144 were inspected with defective engines totallying 1,592 (5 per cent) and total defects of 651. For details reference is made to statement No. 22.

The checking and recording of the above mentioned forms and reports, together with the correspondence involved, naturally creates an extensive line of work.

INSPECTION OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES.

This work comprises features on safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC., ETC.

The work under this heading covers a wide range of subjects, and entails, in many instances, a considerable amount of enquiry and research. During the year complaints and applications numbering in the neighbourhood of 1,338 were inquired into and reported upon.

In conclusion it might be stated that, in order to accomplish the work briefly outlined above, it has necessitated the travelling of 308,001 miles by the staff of this department.

No. 1.—Statement Showing Number of Passengers, Employees and Others Killed on the various Railways in Canada, Under the Board's Jurisdiction, for Year Ending December 31, 1922.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Grand Trunk	1	115	15	510	42	126	58	751
Canadian Pacific	3	94	38	648	66	124	107	866
Canadian National	1	105	24	814	17	95	42	1,014
Michigan Central			3	39	20	18	23	57
Great Northern		2		6	1	5	1	13
Toronto, Hamilton and Buffalo		1	1	6	1	1	2	8
Hull Electric						1		1
Quebec Central						1		1
London and Port Stanley				1	1	3	1	4
Quebec, Montreal and Southern				6		2		8
Kettle Valley		4		27		3		34
Niagara, St. Catharines and Toronto						3		3
New York Central				5	1		1	5
Edmonton, Dunvegan and British Columbia			1	4			1	4
Lake Erie and Northern				3				3
Grand River		1				2		3
Central Vermont		1		3		1		5
Windsor, Essex and Lake Shore		36		2	1		1	38
Niagara, Welland and Lake Erie		1						1
Algoma Central and Hudson Bay					1	1	1	1
Napierville Junction					1	4	1	4
Père Marquette				4		1		5
Dominion Atlantic					1	1	1	1
Esquimalt and Nanaimo				1		1		2
Maine Central					1		1	
Atlantic, Quebec and Western			1	1			1	1
Oshawa					1		1	
Montreal and Southern Counties		1						1
Hamilton Radial				1		1		2
Toronto Suburban		15		3				18
Brantford and Hamilton						2		2
Total	5	376	83	2,084	155	396	243	2,856

No. 2.—Comparative Statement of Killed and Injured Between Year Ending December 31, 1921, and Year Ending December 31, 1922.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1921	4	240	91	1,344	148	344	243	1,928
1922	5	376	83	2,084	155	396	243	2,856
Decrease			8					
Increase	1	136		740	7	52		928

No. 3.— STATEMENT Showing Separately the Number of Passengers, Employees and Others, Killed and Injured, and the Nature of the Accidents, for Twelve Months Ending December 31, 1922.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment		112	10	102		1	10	215
Collison head on		43		18		3		64
Collison rear end		9	2	18	1	3	3	30
Collison in yard		4	1	51		2	1	57
Collision with cars standing foul				5				5
Collison with cars account open switch		4		2				6
Collison at level (diamond) crossing		12		1				13
Public highway crossing protected by gates					2	10	2	10
Public highway crossing protected by bell					5	16	5	16
Public highway crossing protected by watchman				1	1	8	1	9
Public highway crossing unprotected				5	58	197	58	202
Private crossing				2	9	25	9	27
Trespassing				2	71	88	71	90
Working on or under engine				351				351
Miscellaneous		87	3	434		17	3	538
Adjusting couplers, coupling and uncoupling				5	79		5	79
Run down by engine or car between stations				9	10	1	2	10	12
Falling off hand car, motor or velocipede				2	175		3	2	178
Hand car, motor, velocipede struck by train				9	37	1	1	10	38
Crawling under cars				1	1			1	1
Crawling between cars over couplers					14		1		15
Passing between cars between couplers				1	4			1	4
Struck by car standing foul		6		2	10			2	16
Struck by switch stand, water spout, mail crane, etc					42				42
Crushed between cars, buildings, lumber piles, platforms, etc.				2	15		1	2	16
Explosion of locomotive boiler					7				7
Falling off passenger train	1	6			7			1	13
Falling off tender while handling coal					7				7
Falling off tender while taking water					10				10
Industrial				1	41	1	1	2	42
Riding on pilot of foot board of engine				1	34			1	34
Overhead obstruction					8				8
Repairing cars on repair track when moved									
Falling off top of car				2	53			2	53
Falling between cars				3	11			3	11
Application of air brakes			6	1	140			1	146
Jumping off train in motion	4	33	1	77	3	7	8	117
Attempt to board train in motion		29	1	29		4	1	62
Washout		23		4				27
Bridge gave way or destroyed by fire								
Electrocuted								
Run down by engine or cars at stations or in yards		2	24	55	5	25	26	62
Passing too close around end of string of cars								
Caught in frog, guard rail, or switch rod				1				1
Caught by engine or car while throwing switch				6				6
Falling off side and end ladders of cars				33				33

No. 3—STATEMENT Showing Separately the Number of Passengers, Employees and Others, Killed and Injured, and the Nature of the Accidents, for Twelve Months Ending December 31, 1922.—*Concluded.*

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Falling off car while working hand brake			2	68			2	68
Asphyxiated in tunnel								
Handling freight and baggage				56				56
Loading and unloading O.C.S. material				18				18
Staking or poling cars				4				4
Working in coal chute				3				3
Cars moved while being loaded or unloaded				6		1		7
Drawbridge open								
Carmen working on or under cars on running track when moved				2				2
Chaining and unchaining cars				1				1
Coupling and uncoupling hose and turning angle cock				24				24
Total	5	376	83	2,084	155	396	243	2,856

No. 4.—STATEMENT Showing the Character of Accidents Sustained by the Persons Killed and Injured on the various Railways under the Jurisdiction of the Board for Twelve Months Ending December 31, 1922.

—	G.T.R.		C.P.R.		C.N.R.		M.C.R.		G.N.R.		T.H. & B.		Hull Elec.		Q.C.R.		L. & P.S.		Q.M. & S.		K.V.R.	
	K.	I.	K.	I.	K.	I	K.	I.	K.	I.	K.	I	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	1	70	5	58	4	76		1												1		9
Collision head-on		7		5		10																
Collision rear end		15	2	7	1	8																
Collision in yard		15	1	15		23						2										2
Collision with cars standing foul				1		3																1
Collision with cars account open switch		1		5																		
Collision at level (diamond) crossing																						
Public Highway crossing protected by gates	2	5		1		1		3														
Public highway crossing protected by bell	3	8	2	7				1														
Public highway crossing protected by watchman	1	3		1		3						2										
Public highway crossing unprotected	11	64	21	59	10	45	14	8		5				1		1	1	3		1		2
Private crossing	1	11	7	4		8		2	1													1
Trespassing	21	29	34	31	4	23	5	3			1									1		
Working on or under engine		102		102		140		3		1		1										
Miscellaneous		158		162	3	189		13		4										2		5
Adjusting couplers, coupling and uncoupling	3	28	1	20		28		2														
Run down by engine or car between stations		3	8	4	1	5	1															
Falling off hand car, motor or velocipede		7	1	56	1	107		3														5
Hand car, motor or velocipede struck by train		1	3	16	6	16																2
Crawling under cars						1	1															
Crawling between cars over couplers				3		12																
Passing between cars between couplers		2		2	1																	
Struck by car standing foul		2	2	2		12																
Struck by switch stand, water spout, mail crane, etc		13		13		12		1				2										
Crushed between cars, buildings, lumber piles, platforms, etc	1	4		5	1	7																
Explosion of locomotive boiler				4		3																
Falling off passenger train		2	1	7		3		1														
Falling off tender while handling coal		2		1		4																
Falling off tender while taking water		4		5				1														
Industrial		7		9	1	23	1	1														2
Riding on pilot or footboard of engine		13		9	1	11		1														
Overhead obstruction		1		3		3		1														
Repairing cars or repair track when moved																						
Falling off top of car	2	11		23		17		1										1				
Falling between cars		1	2	3	1	6				1												
Application of air brake	1	24		50		62		7				1								1		1
Jumping off train in motion	4	31	3	43	1	36		1		1												
Attempt to board train in motion	1	16		22		20		1		1												2
Washout		1				26																
Bridge gave way or destroyed by fire																						

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No. 4.—STATEMENT Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for Twelve Months Ending December 31, 1922.—*Continued.*

	N. St. C. & T.		N Y C.		E.D & B.C.		L.E & N.		Grand River		C V.R.		W E. & L.S		Nia W & L E		A.C & H B		Napanee Junction		P M R.	
	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I	K.	I
Derailment																						
Collision head-on														24								
Collision rear-end																						
Collision in yard																						
Collision with cars standing foul																						
Collision wigh cars account open switch																						
Collision at level diamond crossing														13								
Public highway crossing protected by gates																						
Public highway crossing protected by bell																						
Public highway crossing protected by watchman																						
Public highway crossing unprotected		2						1		1									1	4		1
Private crossing		1																				
Trespassing			1							1			1				1	1				
Working on or under engine				1								1										
Miscellaneous				1		2		1						1								
Adjusting couplers, coupling and uncoupling																						1
Run down by engine or car between stations																						
Falling off hand motor or velocipede																						
Hand car motor or velocipede struck by train					1	2																1
Crawling under cars																						
Crawling between cars over couplers																						
Passing between cars between couplers																						
Struck by car standing foul																						
Struck by switch stand, water spout, mail crane, etc												1										
Crushed between cars, buildings, lumber piles, etc																						
Explosion of locomotive boiler																						
Falling off passenger train																						
Falling off tender while handling coal																						
Falling off tender while taking water																						
Industrial																						
Riding on pilot or footboard of engine																						
Overhead obstruction																						
Repairing cars on repair track when moved																						
Falling off top of car																						
Falling between cars																						
Application of air brake																						
Jumping off train in motion										1		2				1						
Attempt to board train in motion																						
Washout																						
Bridge gave way or destroyed by fire																						
Electrocuted																						

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No. 4.—Statement Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for Twelve Months Ending December 31, 1922.—*Continued.*

	D.A.R.		E. & N.		Maine Central		A.Q. & W.		Oshawa		M. & S.C.		Ham. Radial		Tor. Suburban		B. & H.		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I	K.	I.	K.	I	K.	I	K.	I
Derailment																			10	215
Collision head-on																18				64
Collison rear-end																			3	30
Collision in yard																			1	37
Collision with cars standing foul																				6
Collision with cars account open switch																				13
Collision at level (diamond) crossing																			2	10
Public highway crossing protected by gates																			5	16
Public highway crossing protected by bell																			1	9
Public highway crossing protected by watchman														1			2		58	202
Public highway crossing unprotected				1															9	25
Private crossing																			71	90
Trespassing	1	1			1				1											351
Working on or under engine																			3	58
Miscellaneous																			5	79
Adjusting couplers, coupling and uncoupling							1												10	12
Run down by engine or car between stations																			2	178
Falling off hand car, motor or velocipede																			10	38
Hand car, motor or velocipede struck by train																			1	7
Crawling under cars																				15
Crawling between cars over couplers																			1	3
Passing between cars between couplers																			2	16
Struck by car standing foul																				42
Struck by switch stand, water spout, mail crane, etc.																			2	16
Crushed between cars, buildings, lumber pile, platform, etc.																			1	12
Explosion of locomotive boiler																				10
Falling off passenger train																			2	42
Falling off tender while handling coal																			1	3
Falling off tender while taking water																				8
Industrial																				33
Riding on pilot or footboard of engine																			2	11
Overhead obstruction																			3	146
Repairing cars on repair track when moved																			1	117
Falling off top of car														1					1	62
Falling between cars																				27
Application of air brake																				
Jumping off train in motion																				
Attempt to board train in motion																				
Washout																				
Bridge gave way or destroyed by fire																				
Electrocuted																				
Run down by engine or cars at stations or in yards												1							26	62
Passing too close around end of string of cars																				
Caught in frog, guard rail, or switch rod																				1
Caught by engine or car while throwing switch																				6
Falling off side and end ladders of car																				33
Falling off car while working hand brake																			2	68

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No. 5.—Comparative Statement in Totals of Killed and Injured by Class of Accident Between Year Ending December 31, 1921, and Year Ending December 31, 1922.

Character of Accidents	1921		1922		1922 Increase		1922 Decrease	
	K	I.	K.	I.	K.	I.	K.	I.
Derailment	12	159	10	215		56	2	
Collision, head on	2	33		64		31	2	
Collision rear end	2	28	3	30	1	2		
Collision, in yard	1	43	1	57		14		
Collision with cars standing foul		15		5				10
Collision with cars account open switch	2	6		6			2	
Collision at (level) diamond crossing		7		13		6		
Public highway crossing protected by gates	5	13	2	10			3	3
Public highway crossing protected by bell	14	27	5	16			9	11
Public highway crossing protected by watchman	1	8	1	9		1		1
Public highway crossing unprotected	50	166	58	202	8	36		
Private crossing	6	18	9	27	3	9		
Trespassing	64	91	71	90	7			1
Working on or under engine		235		351		116		
Miscellaneous	15	341	3	538		197	12	
Adjusting couplers, coupling and uncoupling		69	5	79	5	10		
Run down by engine or car between stations	3	5	10	12	7	7		
Falling off hand car, motor or velocipede	4	88	2	178		90	2	
Hand car, motor, velocipede struck by train	9	59	10	38	1			21
Crawling under cars		1	1	1	1			
Crawling between cars over couplers		3		15		12		
Passing between cars between couplers	2	4	1	4			1	
Struck by car standing foul		1	2	16	2	15		
Struck by switch stand, water spout, mail crane, etc.	1	31		42		11	1	
Crushed between cars, bldgs., lumber piles, platforms, etc.	2	8	2	16		8		
Explosion of locomotive boiler		6		7		1		
Falling off passenger train	3	18	1	13			2	5
Falling off tender while handling coal		2		7		5		
Falling off tender while taking water		3		10		7		
Industrial	8	34	2	42		8	6	
Riding on pilot or foot board of engine	1	22	1	34		12		
Overhead obstruction	1	10		8			1	2
Repairing cars on repair track when moved								
Falling off top of car	3	16	2	53		37	1	
Falling between cars	2	7	3	11	1	4		
Application of air brake		72	1	146	1	74		
Jumping off train in motion	3	64	8	117	5	53		
Attempt to board train in motion	3	38	1	62		24	2	
Washout	1	3		27		24	1	
Bridge gave way or destroyed by fire	1	4					1	4
Electrocuted								
Run down by engine or cars at stations or in yards	18	57	26	62	8	5		
Passing too close around end of string of cars		1						1
Caught in frog, guard rail, or switch rod		4		1				3
Caught by engine or car while throwing switch	1	4		6		2	1	
Falling off side and end ladders of cars		18		33		15		
Falling off car while working hand brake	1	22	2	68	1	46		
Asphyxiated in tunnel								
Handling freight and baggage		17		56		39		
Loading and unloading O.C.S. material		20		18				2
Staking or poling cars		2		4		2		
Working in coal chute		1		3		2		
Cars moved while being loaded or unloaded		5		7		2		
Drawbridge open								
Carmen working on or under cars on running track when moved		2		2				
Chaining and unchaining cars				1		1		
Coupling and uncoupling hose and turning angle cock	2	17		24		7	2	
	243	1928	243	2,856	51	991	51	63
Increase			243	1,928	51	63		
				928		928		

No. 6.—Comparative Statement in Totals of Killed and Injured Between Year Ending December 31, 1921, and Year Ending December 31, 1922.

Name of Railway.	1921		1922		1922			
					Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	67	579	58	751		172	9	
Canadian Pacific	107	356	107	866		510		
Canadian National	47	828	42	1,014		186	5	
Michigan Central	3	33	23	57	20	24		
Great Northern	2	9	1	13		4	1	
Toronto, Hamilton and Buffalo	2	15	2	8				7
Hull Electric				1		1		
Quebec Central	1	1		1			1	
London and Port Stanley			1	4	1	4		
Quebec, Montreal and Southern		4		8		4		
Kettle Valley	2	14		34		20	2	
Niagara, St. Catharines and Toronto	3	15		3			3	12
New York Central	1	18	1	5				13
Edmonton, Dunvegan and British Columbia		4	1	4	1			
Lake Erie and Northern		4		3				1
Grand River	1	6		3			1	3
Central Vermont		1		5		4		
Windsor, Essex and Lake Shore		2	1	38	1	36		
Niagara, Welland and Lake Erie				1		1		
Algoma Central and Hudson Bay			1	1	1	1		
Napierville Jct	5	7	1	4			4	3
Père Marquette	1	2		5		3	1	
Dominion Atlantic		1	1	1	1			
Esquimalt and Nanimo		3		2				1
Maine Central			1		1			
Atlantic, Quebec and Western			1	1	1	1		
Oshawa		4	1		1			4
Montreal and Southern Counties		3		1				2
Hamilton Radial		4		2				2
Toronto Suburban				18		18		
Brantford and Hamilton		6		2				4
Essex Terminal		1						1
Boston and Maine	1						1	
Wabash		8						8
	243	1,928	243	2,856	28	989	28	61
Increase			243	1,928	28	61		
				928		928		

No. 7.—Statement Showing Collisions Attended by Personal Injury Investigated During the Year Ending December 31, 1922.

File	Date	Railway	Place	Killed	Injured
Inv. 10882	Dec. 3	G.T.R.	Woodstock, Ont.		1
" 10892	Jan. 7	G.T.R.	Brockville Yard, Ont., East crossover		1
" 10902	Dec. 23	C.N.R.	Near Mabella, Sask.		2
" 10905	Oct. 22	C.N.R.	Port Mann Yard		1
" 10912	Dec. 6	C.N.R.	Near Rosedale, B.C.		7
" 10982	Jan. 15	G.T.R.	Lacolle, Jct. Que.		1
" 10996	Jan. 11	G.T.R.	Montreal, near Seigneurs St., Que.		2
" 11025	Jan. 11	G.T.R.	Coteau, Que., on lead at standpipe		1
" 11058	Feb. 18	G.T.R.	Coteau Jct., No. 2 siding Que.,		1
" 11100	Feb. 25	G.T.R.	Rymal, Ont.		2
" 11120	Feb. 28	G.T.R.	Paris Jct., Ont.		1
" 11135	Mar. 18	G.T.R.	Mimico, Ont., Order yard west end		1
" 11136	Mar. 8	C.P.R.	Guelph Jct., Ont.		1
" 11154	Mar. 4	C.N.R.	Bruno, Sask.		2
" 11185	Mar. 22	G.T.R.	York, Ont., east crossover		1
" 11190	Mar. 23	G.T.R.	Montreal, Victoria Bridge, West end		2
" 11205	Mar. 31	C.P.R.	Bredenbury Sub., M.P. 27·6		1
" 11220	Mar. 22	C.N.R.	Melville, Sask.		1
" 11488	May 30	C.P.R.	Toronto Termimals, near Bay St.	1	
" 11501	June 14	C.P.R.	Yoho, B.C.		2
" 11528	June 17	G.T.R.	York, Ont.		1
" 11558	May 2	C.P.R.	Nelson Yard, B.C.		1
" 11624	July 11	G.T.R.	Windsor, Ont., Blue line sw.		3
" 11686	July 31	C.P.R.	Near St. Clet, Que.	1	
" 11722	July 23	C.N.R.	Fort Rouge, Man.		1
" 11725	July 22	W.E. & L.S	Lake Shore Jct., Ont.		24
" 11809	July 22	C.P.R.	Mitford, Alta.		1
" 11916	July 31	G.T.R.	Cayuga, Ont.		5
" 11927	Aug. 17	G.T.R. 7 H.E.R.	Ford, Ont., Diamond intersection		46
" 11969	Aug. 22	C.N.R.	Regina, Yard Sask.		1
" 11986	July 27	C.N.R.	Port Mann, B.C.		3
" 11990	Sept. 16	C.P.R.	Alyth Yard, Calgary, Alta.		1
" 12003	Sept. 10	C.P.R.	Farnham Yard, Que.		5
" 12031	Sept. 23	C.N.R.	Watrous, Sask.		1
" 12049	Sept. 21	G.T.R.	Princeville, Ont.		3
" 12055	Sept. 22	C.P.R.	Kenora Yard. Ont.		1
" 12109	Oct. 6	C.N.R.	Barwick, Ont.		8
" 12113	Sept. 14	K.V.R.	Penticton Yard, B.C.		2
" 12116	Oct. 6	G.T.R.	Pt. St. Charles, Que.		1
" 12137	Sept. 22	C.P.R.	Colonsay Sub., M.P. 118·5, Sask.	1	3
" 12157	Oct. 17	C.N.R.	Winnipeg, Fort Rouge, Man.		1
" 12183	Oct. 3	C.P.R.	Fort William Yard, Ont.		1
" 12193	Oct. 9	C.N.R.	Melville, Sask.		2
" 12209	Oct. 19	C.N.R.	St. Frances. Sub., M.P. 173, Ont.		4
" 12244	Nov. 4	G.T.R.	Canpa, Ont.		1
" 12258	Oct. 26	C.P.R.	Kalmar Tunnel, M.P. 22, Ont.		3
" 12264	Oct. 18	C.P.R.	Kenora Yard, Ont.		3
" 12283	Oct. 10	C.N.R.	Bashaw Sub., M.P. 33·5, Alta.	1	3
" 12289	Oct. 14	Tor. Sub.	Weston, Ont., opposite Irwin's Lumber Co.'s Siding		18
" 12360	Nov. 12	C.N.R.	Limoilou, Que., near Headley Jct.		5
" 12384	Oct. 30	C.N.R.	Davidson, Sask.		3
" 12392	Nov. 20	C.P.R.	Fort William, Terminals Ont.		1
" 12393	Nov. 21	C.P.R.	Ignace Yard, Ont.		1
" 11979	Sept. 21	T.H. & B.	Hamilton, Ont.		2
" 10859	Dec. 8	G.T.R.	St. Lambert Jct., Que.		1
" 12421	Oct. 31	C.P.R.	Montreal, Sortin Yard, Que.		2
" 12431	Nov. 26	C.P.R.	North Transcona, Man.		1
" 12441	Nov. 8	C.P.R.	Smith's Falls, Ont., 1 mile west	1	
" 12444	Nov. 29	C.N.R.	Winnipeg, Man.		1
" 12477	Nov. 20	G.T.R.	Montreal Turcot West, Que.		1
" 12486	Dec. 13	G.T.R.	New Sarum, Ont.		6
				5	202

No. 8.—Statement Showing Derailments Attended by Personal Injury Investigated during the Year ending December 31, 1922.

File	Date	Railway	Place	Killed	Injured
Inv. 10891	Nov. 29	G.T.R.	St. Catharines, Ont.		1
" 10915	Nov. 2	C.P.R.	M.P. 12, Kimberley Sub., B.C.		1
" 10918	Dec. 9	G.T.R.	Toronto, Wm. Davies Co.'s siding		1
" 10930	Jan. 21	C.P.R.	Ellwood Station, M.P. 4·85, Prescott Sub., Ont.	1	21
" 10955	Jan. 20	G.T.R.	Hamilton, Ont., N. and N. W. Jct.		3
" 11036	Jan. 26	G.T.R.	Midland Yard, Ont.		1
" 11042	Feb. 13	G.T.R.	Toronto, old shed lead, Ont.		1
" 11065	Feb. 18	C.P.R.	M.P. 134½, Laggan Sub.		4
" 11073	Feb. 23	C.N.R.	Near Fenwood, M.P. 289, Touchwood Sub.		15
" 11098	Feb. 16	C.N.R.	Regina west yards, Sask.		1
" 11105	Feb. 12	C.N.R.	Near Norway, Bashaw Sub.		2
" 11106	Jan. 17	C.N.R.	Near Red Pleasant, M.P. 25 Porter Sub.		1
" 11155	Mar. 3	C.N.R.	Mt. Robson, B.C.		4
" 11192	Mar. 27	G.T.R.	Allandale Yard, Ont.		1
" 11218	Apr. 15	C.P.R.	M.P. 45·7, Crows Nest Sub, Alta.		8
" 11241	Apr. 18	C.N.R.	Lachevrotière Station, west of, Que.	2	1
" 11242	Apr. 16	C.N.R.	Near Sims, Ont., M.P. 216, Fort Frances Sub.		2
" 11244	Apr. 7	C.N.R.	Near Maryfield, M.P. 2 Carlyle Sub.	1	1
" 11298	May 8	C.P.R.	1½ miles west of Maberley, Ont.		2
" 11330	April 14	C.P.R.	M. P. 120, Carberry Sub., Man.		1
" 11335	April 30	C.P.R.	Kenora Yard, Ont.		1
" 11353	Mar. 22	K.V.R.	M.P. 129·2, Coquihalla Sub., B.C.		1
" 11415	May 25	C.P.R.	M.P. 43, Shaunavon Sub., Sask.		1
" 11436	May 13	C.N.R.	M.P. 71, Liverpool Sub., N.S.		5
" 11437	June 13	C.N.R.	M.P. 37, Shester Sub., N.S.		2
" 11497	April 24	Q.M. & S.	One mile west of Boucherville, Que.		1
" 11507	June 12	G.T.R.	London East, Ont.		1
" 11508	June 9	G.T.R.	Merritton, Ont.		1
" 11516	May 25	C.P.R.	Methven, Man.		1
" 11532	June 28	C.P.R.	West switch Verner, Ont.	1	1
" 11537	June 20	G.T.R.	Allanburg, Ont.		1
" 11549	June 22	C.N.R.	Near Ryerson, Sask., M.P. 6, Sarlyle Sub.		2
" 11567	June 9	C.N.R.	Albreda, B.C.		1
" 11575	June 6	K.V.R.	Beaverdell, B.C.		1
" 11620	July 20	C.N.R.	6 poles East of M.P. 138, Oba Sub., Ont.	1	1
" 11637	June 27	C.N.R.	Dewey, B.C., M.P. 1227		1
" 11680	Aug. 3	K.V.R.	M.P. 16, Merritt, Sub. B.C.		1
" 11772	Aug. 18	C.N.R.	M.P. 155, Rowley Sub., Alta.		1
" 11824	Aug. 17	C.P.R.	Outremont roundhouse, Que.		1
" 11869	Sept. 9	C.N.R.	M.P. 5, Amsterdam (near) Sask.		3
" 11908	Sept. 15	G.T.R.	Guelph Jct., Ont.		1
" 11918	Sept. 15	G.T.R.	Sidney, Ont.		5
" 11926	Sept. 4	C.N.R.	Near Birds Hills, Man.		1
" 12019	Sept. 11	C.P.R.	Moose Jaw, Sask.		1
" 12024	Sept. 6	C.N.R.	Prince Albert Yard, Sask.		1
" 12047	Sept. 19	C.P.R.	Culross, Man.	1	2
" 12065	Oct. 2	G.T.R.	Jeanettes Creek, Ont.		3
" 12068	Sept. 19	C.P.R.	M.P. 17·5, Glenboro Sub., Man.		1
" 12103	Oct. 22	C.N.R.	M.P. 76, Oba Sub., Ont.		6
" 12107	Oct. 18	C.P.R.	2·4 miles south of Wingham Jct., Ont.		4
" 12108	Oct. 12	P.M.R.	St. Thomas, Victoria Yard, Ont.		1
" 12120	Oct. 3	C.P.R.	M.P. 94, La Rivière Sub., Man.		1
" 12145	Sept. 9	C.N.R.	Beachburg, Ont., new business track		1
" 12252	Sept. 28	C.N.R.	Edmonton, Alta.		1
" 11263	Oct. 23	C.P.R.	M.P. 22·5, Broadview Sub., Sask.		2
" 12271	Sept. 24	C.N.R.	Gillespie, Alta., M.P. 123·1, Battle River Sub.		1
" 12311	Oct. 31	G.T.R.	Mandaumin, Ont.		1
" 12332	Nov. 22	C.P.R.	M.P. 76, Sterling Sub., Alta.		2
" 11345	Mar. 21	C.P.R.	M.P. 42, Cascades Sub., B.C.		1
" 12464	Dec. 18	C.P.R.	Palliser, B.C., 1½ miles East	2	
" 12484	Dec. 15	C.N.R.	Bowsman, Man., near M.P. 106		16
				9	152

No. 9.—Statement Showing Highway Crossing Accidents Attended by Personal Injury Investigated During Year Ending December 31, 1922.

O.D. File	Brd. File	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
10856	C-1825	Dec. 20	11 47 a.m.	C.P.R.	Lindsay, Ont., 2½ miles south		1	Watchm'n	H. & R.	Carelessness; Rural
10857	2487	Dec. 19	5 52 p.m.	G.T.R.	Pt. St. Charles, Que., Charlevoix St		1	Gates.	Ped.	Right angle; double; carelessness; urban.
10863	26744-30	Nov. 25	3 30 p.m.	C.N.R.	Dauphin, Man., Gladys St		2	Unp.	Auto.	Right angle; single; carelessness; urban.
10866	26765-217	Nov. 17	12 21 p.m.	G.T.R.	Eganville, Ont., 1st crossing east	1		Unp.	H. & R.	Right angle; single; carelessness; rural.
10881	9437-574	Nov. 9	10 45 a.m.	M.C.R.	Niagara Falls, Ont., Bender Ave		1	Bell	Auto.	Right angle; double; trees, carelessness; urban
10883	26765-216	Dec. 24	10 52 p.m.	G.T.R.	Caneville road crossing, Ont	2		Unp.	Auto.	Right angle, single; carelessness; rural
10885	9437-639	Dec. 22	7 43 a.m.	G.T.R.	Toronto, Logan avenue	1		Gates	Ped.	Right angle; double; carelessness; urban.
10894	26324	Dec. 9	7 45 p.m.	C.N.R.	Port Arthur, Ont., May street		1	Unp.	Auto.	Right angle; double; carelessness; urban
10903	18490	Nov. 10	10 25 a.m.	C.P.R.	Grindrod stn., first crossing north	1	1	Unp.	Motor	Right angle; double; carelessness; rural.
10908	27802-5	Dec. 21	9 56 a.m.	T.H. & B.	Mineral Springs, Ont., West Gov. road		1	Unp.	Auto.	Right angle; single; carelessness; rural.
10910	27318-11	Dec. 24	8 08 p.m.	L.E. & N.	Bowlby road crossing, Ont		3	Unp.	Auto.	Right angle; single; h. banks; carelessness; rural
10911	27156-47	Jan. 7	7 20 p.m.	H.E.R.	Hull, Que., Aylmer road		1	Unp.	Auto.	Right angle; single; carelessness; urban.
10919	C-4760	Dec. 24	3 15 p.m.	M.C.R.	Welland, Ont., Main street		3	Gates	Auto.	Right angle; single; carelessness; urban.
10920	9437-867	Jan. 10	8 40 p.m.	T.H. & B.	Hamilton, Walnut street		2	Watchm'n	Auto.	Right angle; double; carelessness; urban.
10924	9437-186	Jan. 10	6 30 p.m.	C.P.R.	Guelph, Ont., Market street		1	Bell	H. & R.	Right angle; single; carelessness; urban.
10933	31646	Nov. 23	7 45 a.m.	Q.C.R.	Weedon, Que., first crossing north		1	Unp.	Auto.	Right angle; single; carelessness; rural.
10940	26765-219	Dec. 23	7 35 a.m.	G.T.R.	Ilderton, Ont., Main street		3	Unp.	Auto.	Right angle; sidings; carelessness; rural.
10942	26765-218	Jan. 9	9 10 a.m.	G.T.R.	Kitchener, Ont., St. Ledger street		1	Unp.	Ped.	Right angle; double; sidings; carelessness; urban
10960	9437-565	Dec. 24	11 45 p.m.	C.P.R.	Montreal, Que., Cote des Neiges street		1	Bell	Auto.	Right angle; double; carelessness; urban.
10969	26765-220	Jan. 23	8 10 a.m.	G.T.R.	Whitby, Ont., Dundas street		2	Unp.	Auto.	Right angle; single; carelessness; rural.
11007	31646-1	Jan. 13	9 25 p.m.	Q.C.R.	St. Henedine, Que., first crossing north		1	Unp.	Ped.	Right angle; single; carelessness; rural.
11029	30424-2	Jan. 1	6 53 p.m.	L. & P.S.	London, Ont., crossing 11·6 miles from	1	1	Unp.	Ped.	Right angle; single; carelessness; urban
11038	4155-58-28	Jan. 31	3 30 p.m.	C.P.R.	Dilkie, Man., first crossing west		1	Unp.	H. & R.	Right angle; single; carelessness; rural.
11049	27365-16	Feb. 7	9 30 a.m.	C.P.R.	Foxwarren, Man., first crossing west		1	Unp.	H. & R.	Right angle; single; carelessness; rural.
11059	25707	Jan. 30	3 35 p.m.	C.N.R.	Swan River, Man., Main street		1	Unp.	H. & R.	Right angle; single; carelessness; rural.
11080	27811-2	Jan. 30	2 12 p.m.	C.P.R.	Calgary, Alta., Black foot trail		1	Unp.	Auto.	Right angle, single; carelessness; urban.
11087	26722-41	Mar. 2	11 22 a.m.	C.P.R.	Colborne, Ont., second crossing west		1	Unp.	H. & R.	Right angle; single; carelessness; rural.
11091	26765-133	Feb. 25	11 30 a.m.	N. St C. & T.	St. Catherines, Ont., John street		1	Unp.	Auto.	Right angle; double; carelessness; urban.
11092	26727-92	Mar. 3	4 00 p.m.	C.P.R.	Ingersoll, Ont., Thames street	1		Unp.	Auto.	Right angle; single; h. bank; carelessness, rural
11122	26727-93	Mar. 14	7 15 a.m.	C.P.R.	Kingston, Ont., Brock street		1	Unp.	Auto.	Right angle; single; sides; carelessness; rural
11158	27073-1	Feb. 1	3 30 p.m.	C.P.R.	Vernon, B.C., Coldstream road.		1	Unp.	Motor	Right angle, single; carelessness; rural.
11173	21823	Mar. 17	10-00 a.m.	C.P.R.	St. Boniface, Man., Marion street		1	Unp.	H. & R.	Right angle, single; carelessness; rural.
11174	26765-152	Mar. 21	8 50 a.m.	G.T.R.	York, Ont., east end of yard		1	Unp.	Motor	Right angle; single; carelessness; rural
11213	9437-218	April 3	6 36 p.m.	G.T.R.	Bradford, Ont., first crossing south		1	Unp.	Motor	Right angle; single; carelessness; rural
11231	27467-25	Mar. 30	8 45 p.m.	C.N.R.	North Battleford, Sask., Robert street		4	Unp.	Auto.	Right angle; single; carelessness; rural.
11243	9437-426	April 13	1 55 a.m.	G.T.R.	Wamfleet, Ont., crossing 1 mile east		1	Unp.	H. & R.	Right angle; single, carelessness; rural.
11252	28786-14	Mar. 18	12 30 a.m.	C.N.R.	Acheson, Alta., near M.P. 8m.		1	Unp.	Auto.	Right angle; single, trees, carelessness; rural.
11302	9437-284	April 29	5 15 p.m.	C.P.R.	Chatham, Ont., Raleigh street	1	2	Unp.	Auto.	Right angle; double; carelessness; rural.
11307	25490-1	April 22	3 00 p.m.	G.T.R.	Toronto, Ont., Eastern avenue		1	Watchm'n	Auto.	Right angle, double; carelessness; urban
11337	26765-224	April 20	10 00 a.m.	G.T.R.	Brandy Creek, Ont., road crossing		3	Unp.	Auto.	Right angle, single, carelessness; rural.
11349	29529-1	Mar. 24	7 40 a.m.	C.N.R.	Vancouver, B.C., Boundary road		1	Bell	Motor	Right angle; single, trees, carelessness; urban
11358	26727-94	May 10	1 00 p.m.	C.P.R.	Owen Sound, Ont., William street		1	Unp.	Motor	Right angle, single, siding; carelessness, urban
11383	28786-15	April 16	7 45 a.m.	C.N.R.	Edmonton, Alta., 101 street		1	Unp.	Ped.	Skew, single, siding; carelessness; urban.
11386	27811-23	May 20	11 20 a.m.	C.P.R.	Innisfail, Alta., 6½ miles south	2		Unp.	Motor	Skew; single, carelessness; rural.
11393	26727-74	May 2	5 25 p.m.	C.P.R.	Jellicoe, Ont., Governors road		1	Unp.	H. & R.	Skew, single; trees, carelessness; rural.
11399	26765-223	May 13	7 30 a.m.	G.T.R.	Erickson, Ont., first crossing north		1	Unp.	H. & R.	Right angle; single, billboards, siding; care; rural
11405	27467-26	April 24	4 30 p.m.	C.N.R.	Saskatoon, Sask., 8th street		1	Unp.	Auto.	Skew; single, trees, carelessness; urban
11421	9437-662	May 10	9 52 a.m.	C.P.R.	Lacadie, Que., first crossing north	3		Unp.	H. & R.	Skew; double; station; carelessness; rural.

11454	26711-34	May	6	6.00 p.m.	C.N.R.	Emo, Ont., Florence street	1	....	Unp.	Ped.	Skew; single; siding; station; carelessness; rural.
11472	9437-80	June	5	11.35 a.m.	C.P.R.	Weston, Ont., Dennison avenue	...	1	Bell.	H. & R.	Skew; single; siding; buildings; carelessness; rural.
11475	26842-3	June	14	2.40 p.m.	M.C.R.	Brookfield, Ont., crossing 2 miles west	1	...	Unp.	Auto.	Right angle; double; carelessness; rural.
11479	9437-241	June	7	9.45 a.m.	G.T.R.	Uxbridge, Ont., Brock street	...	1	Bell.	H. & R.	Skew; single; siding; station; building; careless; rural.
11481	26765-326	June	6	4.30 p.m.	G.T.R.	Grasshill, Ont., third crossing east	1	1	Unp.	H. & R.	Skew; single; carelessness; rural.
11482	9437-107	June	16	11.32 a.m.	G.T.R.	Cobourg, Ont., William street	2	1	Bell.	Auto.	Right angle; double; carelessness; urban.
11490	9437-547	May	21	9.15 p.m.	G.T.R.	Peterboro, Ont., Wescott and Park streets	...	1	Unp.	Ped.	Skew; single; carelessness; urban.
11494	253	June	8	10.20 a.m.	G.T.R.	Caledonia, Ont., first crossing east	...	2	Bell.	Auto.	Right angle; single; siding; station; carelessness; rural.
11531	30424-3	June	23	.....	L. & P.S.	London, Ont., crossing at Stop 18	....	1	Unp.	Auto.	Right angle; siding; trees; buildings; carelessness; rural.
11536	26765-225	May	30	7.38 a.m.	G.T.R.	Jarvis, Ont., ½ mile north	....	1	Unp.	Auto.	Right angle; single; trees; banks; carelessness; rural.
11550	26842-25	June	23	2.30 p.m.	M.C.R.	Brigden, Ont., second crossing east	1	....	Unp	Auto.	Right angle; single; trees; carelessness; rural.
11551	27652-21	June	26	6.55 p.m.	G.T.R.	St. Madeline, Que., one mile east	1	....	Unp.	H. & R.	Right angle; double; carelessness; rural.
11552	27652-20	June	3	2.27 p.m.	G.T.R.	Norton Mills, Que., ½ miles west	3	1	Unp.	Auto.	Skew; single; siding; carelessness; rural.
11553	26842-26	June	26	4.52 p.m.	M.C.R.	Oil City, Ont., County road crossing	....	3	Unp.	Auto.	Right angle; single; station; carelessness; rural.
11561	26727-95	June	16	12.57 p.m.	C.P. R.	Wingham, Ont., crossing 2 miles west	....	1	Unp.	Motor	Skew; single; high ground; carelessness; rural.
11578	26765-229	June	23	1.52 p.m.	G.T.R.	Scarboro Jct., one mile east	....	1	Unp.	H. & R.	Right angle; double; trees; carelessness; rural.
11587	26727-96	June	24	4.52 p.m.	C.P.R.	Cataraqui, Ont., Sydenham road	....	1	Unp.	Auto.	Right angle; single; trees; billboards; care; rural.
11592	26765-232	July	3	6.50 p.m.	G.T.R.	Guelph, Ont., Dublin street	....	4	Unp	Auto.	Right angle; double; carelessness; urban.
11594	26765-231	June	20	11.40 a.m.	G.T.R.	Varney, Ont., 1½ miles south	....	1	Unp.	Auto.	Right angle; single; trees; carelessness; rural.
11595	9437-417	June	13	1.40 p.m.	G.T.R.	Dunnville, Ont., Cedar street	....	1	Unp.	Auto.	Right angle; single; siding; building; care; urban.
11596	9437-851	June	10	5.00 p.m.	G.T.R.	Thornton, Ont., 3rd crossing north	...	1	Unp.	Auto	Skew; single; trees; carelessness; rural.
11632	9437-1244	July	10	3.33 p.m.	C.P.R.	Tremol, Ont., Eglington avenue	2	..	Bell	Auto	Skew; single; buildings; carelessness; urban.
11635	30747	June	17	10-35 a.m.	N.J.R.	Lacolle, Que., Hughes crossing	1	4	Unp.	Auto.	Skew; single; carelessness; rural.
11639	9437-787	June	30	6.15 p.m.	G.T.R.	Montreal, Que., Guy street	...	1	Gates	Ped.	Right angle; double; siding; carelessness; urban.
11640	27652-23	July	15	2-01 p.m.	G.T.R.	St. Hyacinthe, Que., Grand Range	1	...	Unp.	Auto	Skew; double; carelessness; rural.
11641	27652-22	July	3	7.24 p.m.	G.T.R.	Stottsville, Que., first crossing north	...	1	Unp	Auto.	Right angle; single; building; carelessness; rural.
11643	26782-20	July	17	7.20 a.m.	C.N.R.	Montreal, Que., St. George avenue	...	2	Unp.	Motor	Right angle; single; carelessness; urban.
11649	26765-233	July	6	4-05 a.m.	G.T.R.	Renton, Ont., first crossing east	...	2	Unp.	Auto.	Right angle; single; siding; station building; care; rural.
11650	26842-27	July	20	11.45 a.m.	M.C.R.	Stevensville, Ont., first crossing east	7	1	Unp.	Auto.	Right angle; double; siding; carelessness; rural.
11664	26765-230	July	14	10-40 a.m.	G.T.R.	Cheltenham, Ont., 4th line crossing	...	2	Unp.	Auto.	Right angle; single; trees; siding; care; rural.
11677	9437-163	July	24	5.50 p.m.	G.T.R.	Carp, Ont., first crossing west	...	1	Bell	H. & R.	Skew; single; buildings; station; care; rural.
11685	26765-127	July	20	6.42 p.m.	N. St.C.&T	St. Catharines, Page street	...	1	Unp	Auto	Right angle; single; sidings; care; urban.
11687	27652-24	July	31	1.30 p.m.	G.T.R.	Barrington, Ont., first crossing west	...	1	Unp	H. & R.	Right angle; single; carelessness; rural.
11723	26765-233	Aug.	4	2.00 p.m.	G.T.R.	Renton, Ont., first crossing east	1	..	Unp.	H. & R.	Right angle; single; siding; station building; careless; rural.
11731	27652-5	July	17	1.25 p.m.	G.T.R.	Montreal, Que., Aqueduct street	...	1	Gates	Ped.	Right angle; double; carelessness; urban.
11747	26765-155	July	25	2.25 p.m.	G.T.R.	Kitchener, Ont., Wellington street	...	1	Unp	Auto.	Skew; single; sidings; building; care; urban
11752	30391	July	29	3.46 p.m.	L. & P.S.	Port Stanley, Ont., Bridge street	...	1	Unp	Motor	Right angle; single; siding; buildings; care; urban.
11753	26765-93	July	23	2.15 p.m.	G.T.R.	Port Hope, Ont., Walton street	...	2	Unp.	Auto.	Right angle; single; urban.
11754	3878-67	July	26	11.37 a.m.	C.N.R.	Cobourg, Ont., first crossing east	...	4	Unp.	Auto.	Right angle; single; banks; carelessness; rural.
11759	27156-60	Aug.	7	5.05 a.m.	C.P.R.	Pont Rouge, Que., 1 mile east	...	1	Unp	H. & R.	Skew; single; buildings; carelessness; rural.
11764	27467-27	June	13	5.45 p.m.	C.N.R.	Oban, Sask., first crossing west	...	1	Unp	H. & R.	Right angle; single; station; carelessness; rural.
11765	27156-59	July	25	4.50 p.m.	C.P.R.	St. Martin, Que., first crossing north	2	1	Unp	Auto.	Right angle; double; station; carelessness; rural.
11766	17700	July	17	4.20 p.m.	C.P. R.	Blairmore, Alta., 9th avenue	...	1	Unp.	Auto.	Right angle; single; carelessness; urban.
11773	26765-128	July	8	12.25 p.m.	G.T.R.	Amigari, Ont., Garrison road	...	3	Unp	Auto.	Right angle; single; carelessness; rural.
11785	27468-28	June	16	3-33 p.m.	C.N.R.	Kinley Road crossing, Sask	1	1	Unp	Auto.	Skew, single; embankment; carelessness; rural.
11787	14813	Aug.	10	7.35 a.m.	G.T.R.	Rockfield, Que., first crossing east	1	...	Bell	Ped.	Right angle; double; carelessness; rural.
11789	26744-31	June	22	.....	C.N.R.	Portage la Prairie, Man., first crossing west	....	2	Unp.	Motor	Right angle; single; carelessness; urban.
11804	32248	July	13	2.15 p.m.	C.N.R.	Morden, Man., ¼ mile east	...	4	Unp.	Auto.	Skew; single; trees; carelessness; rural.
11839	27156-8	Aug.	19	5-42 p.m.	C.P.R.	Hull West, Que., Aylmer road	....	3	Bell	Auto.	Right angle; single; carelessness; urban.
11852	27156-62	Aug.	31	3-52 p.m.	C.P.R.	Hull, Que., St. Florent street	2	3	Unp	Motor	Right angle; single; building; care; urban.
11853	27356-17	July	18	10 30 a.m.	C.P R.	Oakbank, Man., crossing 2 miles west	...	5	Unp	Auto.	Right angle; single; siding; care; rural
11861	9437-1267	Sept.	6	4-33 p.m.	G.T.R.	Ottawa, Ont., Parkdale avenue	...	1	Bell	H. & R.	Right angle; single; buildings; care; urban.

No. 9.—Statement Showing Highway Crossing Accidents Attended by Personal Injury Investigated During Year Ending December 31, 1922—(*Concluded*).

O.D. File	Brd file	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
11864	9437-735	May 1	11 55 a.m.	G.T.R.	Burlington, Ont., first crossing, west		1	Unp	H. & R.	Right angle; single; siding; careless; rural
11867	26727-100	Sept. 6	11 42 a.m.	C.P.R.	Chesterville, Ont., ¼ mile west	2	2	Unp	Auto.	Skew; double; trees; carelessness; rural
11870	27467-29	Aug. 14	12 50 p.m.	C.N.R.	Wadena, Sask., crossing at station		1	Unp	H. & R.	Right angle; single; siding; bubbling, care; rural.
11878	.....	Sept. 2	9 00 a.m.	C.N.R.	Elgan, Man., East switch crossing		2	Unp	Auto.	Right angle; single; carelessness; rural.
11879	26842-28	Aug. 15	9 45 a.m.	M.C.R.	Yarmouth, Ont., first crossing west	1		Unp	Ped.	Right angle; double; hedges; buildings; care; rural
11880	C-844	Aug. 26	12 40 p.m.	G.T.R.	Toronto, Ont., Bay street		1	Watchm'n	Ped.	Right angle; double; care; urban (watchman run down).
11881	18759	Aug. 22	12 54 p.m.	G.T.R.	Toronto, Ont., Bloor street		1	Gates	Auto.	Right angle; double; carelessness; urban.
11882	26765-236	Aug. 4	8 05 a.m.	G.T.R.	Toronto, Ont., Trinity street		1	Unp	Ped.	Right angle; single; siding; carelessness; urban.
11883	9437-186	Sept. 9	12 25 p.m.	C.P.R.	Guelph, Ont., Allen's Road		2	Bell	Auto	Right angle; double; carelessness; urban.
11891	9437-996	Sept. 2	7 30 a.m.	G.T.R.	Mount Forest, Ont., Queen street		1	Unp	Auto.	Right angle; double; trees; carelessness; urban.
11892	26727-98	Aug. 11	11 00 a.m.	C.P.R.	Holland, Ont., crossing at M.P. 75·8		3	Unp	Auto.	Skew; single; building; trees; highbanks; care; rural.
11894	27401-14	July 15	10 00 a.m.	C.P.R.	Florenceville, N.B., 1 mile south		1	Unp	Auto.	Right angle; single; trees; carelessness; rural
11898	27401-13	Sept. 1	10 40 a.m.	C.P.R.	Pamdenec, N.B., crossing east end station		2	Unp.	Motor	Right angle; single; carelessness; rural
11928	26842-29	July 6	6 30 p.m.	M.C.R.	Montrose Jct., Ont., rd. crossing west of		1	Unp	Auto.	Right angle, double, carelessness; rural
11936	26765-238	Aug. 4	11 25 a.m.	G.T.R.	Marshville, Ont., ¼ mile east		1	Unp	Auto.	Right angle; double; trees; high banks; care; rural
11937	27401-121	Aug. 12	12 20 p.m.	C.P.R.	Tracy, N.B., crossing at M.P. 47·7	1		Unp	Ped.	Right angle; single; station; building; care; rural
11948	26727-102	Sept. 13	9 10 a.m.	C.P.R.	St. Thomas, Ont., crossing 2 miles east		1	Unp	H. & R.	Skew; single; carelessness; rural.
11970	27401-15	Sept. 11	4 20 p.m.	C.P.R.	St. Stephen, N.B., King street		3	Unp	Auto.	Right angle; single; buildings; carelessness; rural.
11983	9437-256	Sept. 25	2 30 p.m.	C.P.R.	Perth, Ont., ¾ miles east	1		Unp	Auto.	Skew; double; siding, trees; carelessness; urban.
11985	27218-5	Aug. 16	12 44 a.m.	C.N.R.	Italy Cross, N.S., 1 mile east		1	Unp	Auto.	Right angle; single; carelessness; rural
11991	27156-64	Sept. 19	7 45 a.m.	C.P.R.	Quebec Wharf, Que., Har. Com. crossing		2	Unp	Auto.	Right angle; single; carelessness; urban.
11999	24586	Sept. 5	1 15 p.m.	C.P.R.	Montebello, Que., ½ mile west		1	Unp	H. & R.	Skew; single; carelessness; rural.
12008	26765-237	Sept. 21	2 20 p.m.	G.T.R.	Clandeboye, Ont., 1 mile north		2	Unp	Auto.	Right angle; single; carelessness; rural.
12014	9437-1147	Sept. 18	6 15 p.m.	G.T.R.	Kitchener, Ont., Wilmot and Walnut streets		1	Bell	Motor	Right angle; single; carelessness; urban.
12015	8673	Sept. 21	4 40 p.m.	G.T.R.	West Toronto, Ont., Weston road		1	Gates	Ped.	Right angle; double; siding; carelessness; urban.
12032	26711-13	Oct. 2	11 15 p.m.	C.N.R.	Capreol, Ont., Yonge street	1	1	Unp	Auto.	Right angle; single; carelessness; urban.
12054	27365-191	Sept. 1	11 23 a.m.	C.P.R.	Manitou, Man., second crossing west		1	Unp	H. & R.	Right angle; single; carelessness; rural.
12056	27156-65	Sept. 27	5 45 p.m.	C.P.R.	St. Gregoire, Que., first crossing north	2		Unp	Motor	Skew; double; carelessness; rural.
12057	27156-66	Sept. 28	3·27 p.m.	C.P.R.	St. Vincent de Paul, Que., first crossing west		1	Unp	H. & R.	Right angle, single; carelessness; rural.
12062	26842-8	Sept. 25	11 55 a.m.	M.C.R.	Niagara Falls, Ont., Bridge street	1		Unp	H. & R.	Skew; single; carelessness; urban
12074	4552-1	Oct. 3	6 05 p.m.	G.T.R.	Hamilton, Ont., Wellington street			Unp	Ped	Right angle; double; siding; carelessness; urban
12078	9437-169	Oct. 9	8 12 a.m.	C.P.R.	Beachville, Ont., Bossa street		3	Bell	H. & R.	Right angle; single; carelessness; rural.
12091	26765-204	Oct. 5	4 28 p.m.	G.T.R.	Weston, Ont., 5th avenue	1	1	Unp	Auto.	Right angle, single; carelessness; rural
12094	27365-18	Sept. 18	4 35 p.m.	C.P.R.	Brandon, Man., 26th street	1	1	Unp	Auto.	Right angle, double, carelessness; urban.
12110	6256-5	Oct. 5	6 15 p.m.	C.N.R.	Saskatoon, Sask., Avenue "I"		1	Unp	Motor	Right angle; single, carelessness; urban.
12115	26782-21	Oct. 3	6 10 p.m.	C.N.R.	Charlesburg, Que., at M.P. 2·3	1	1	Unp	Auto.	Right angle, single, carelessness; rural.
12141	27365-20	Sept. 21	6 55 p.m.	C.P.R.	Headingly, Man., Portage road		1	Unp	Auto.	Right angle, single, brush, carelessness; rural.
12142	27073-10	Sept. 22	4 30 p.m.	C.P.R.	Essondale, B.C., first crossing north	1	1	Unp	Auto.	Right angle, single; station; carelessness, rural.
12147	27148	Aug. 28	4 00 p.m.	Q. M. & S.	Sorel, Que., Elizabeth street		1	Unp	H. & R.	Right angle, single; siding; carelessness; urban.
12149	27156-5	Sept. 23	8 00 a.m.	C.P.R.	Yamachiche, Que., crossing 400 feet east		2	Unp	H. & R.	Right angle, single; station; building; care; rural.
12161	26842-32	Oct. 18	7 30 a.m.	M.C.R.	Montague, Ont., first crossing west		1	Unp	H. & R.	Right angle; double, station; carelessness; rural.
12163	26765-239	Oct. 4	5 05 p.m.	G.T.R.	Rosebank, Ont., crossing at station		1	Unp	Ped.	Skew; double, trees, station; care; rural.
12165	26727-65	Oct. 21	10 45 a.m.	C.P.R.	Carleton Place, Ont., Albert street		1	Unp	H. & R.	Right angle, single, siding; care; urban.
12168	26765-242	Oct. 9	5.10 p.m.	G.T.R.	Ottawa, Ont., Booth street		1	Watchm'n	Ped.	Right angle; single; carelessness; urban.
12201	27073-11	Sept. 25	3.15 p.m.	E. & N.	Chemainus, B.C., 2·4 miles south		1	Unp	Auto.	Skew; single; brush, carelessness; rural.

12204	26765·243	Oct. 13	6.18 p.m.	G.T.R.	Brookfield, Ont., Young's crossing	1	..	Unp.	H. & R.	Right angle; single; carelessness; rural.
12205	27233	Oct. 24	1.30 p.m.	C.P.R.	Toronto, Ont., Riverdale Park crossing	..	1	Watchm'n	Ped.	Right angle; double; carelessness; urban.
12207	27467·14	Oct. 2	4·40 p.m.	C.N.R.	Saskatchewan River Bridge, Sask.	..	1	Unp.	Auto.	Right angle; single; carelessness; urban.
12221	9437·1309	Sept. 26	2.20 p.m.	G.T.R.	Waterville, Que., Government road	..	2	Bell	Auto.	Skew; single; carelessness; rural.
12223	28615·5	Oct. 19	3·11 p.m.	C.P.R.	Quebec, Que., Parent street	..	1	Unp.	Auto.	Right angle; single; carelessness; urban.
12224	26711·8	Oct. 6	9.36 a.m.	C.N.R.	Lyn, Ont., first crossing north	..	1	Unp	Motor	Skew; single; carelessness; rural.
12236	32409	Oct. 24	6.50 a.m.	G.T.R.	Kitchener, Ont., Mill street	..	1	Unp.	Ped.	Right angle; single; carelessness; urban.
12240	26765·244	Oct. 26	6·50 p.m.	G.T.R.	St. Catharines, Ont., fifth crossing west	..	1	Unp.	Auto.	Right angle; double; carelessness; rural.
12268	26807·26	Sept. 14	4 25 p.m.	C.P.R.	Ogoma, Sask., first crossing west	..	1	Unp.	H. & R.	Right angle; single; carelessness; rural.
12272	27467·30	Sept. 26	12.45 p.m.	C.N.R.	Winter, Sask., crossing at M.P. 603	2	1	Unp	Auto.	Right angle; single; carelessness; rural.
12273	26786·16	Oct. 7	4·15 p.m.	C.N.R.	Blackfoot, Alta., 10 poles west	2	2	Unp	Auto.	Right angle; single; carelessness; rural.
12278	C-4868	Nov. 10	2·33 p.m.	G.T.R.	Jarvis, Ont., public road crossing	1	..	Gates	Ped.	Skew; single; sidings; trees; carelessness; rural.
12279	26842·25	Oct. 28	10.55 a.m.	M.C.R.	Brigden, Ont., Main street	..	1	Unp	Motor	Right angle; single; trees; carelessness; rural.
12295	23262	Oct. 27	7.40 a.m.	C.N.R.	Portage Jct., Man., crossing at M.P. 2	1	..	Unp.	Ped.	Right angle; single; carelessness; rural.
12296	26765·246	Oct. 13	9.43 a.m.	G.T.R.	Preston, Ont., Guelph street	..	1	Unp.	Ped.	Right angle; single; sidings; stn.; buildings; care; urban.
12299	9437·1098	Nov. 7	9·25 p.m.	G.T.R.	Walkerville, Ont., Pillette road	1	..	Unp	H. & R.	Right angle; double; carelessness; rural.
12314	26765·241	Oct. 16	1.35 p.m.	G.T.R.	Waubaushene, Ont., crossing at west end	1	..	Unp.	Ped.	Right angle; single; station; siding; trees; care rural.
12315	2100·79	Nov. 3	10.12 a.m.	C.P.R.	Drancel, Ont., first crossing west	1	..	Unp	H. & R.	Skew; single; trees; carelessness; rural.
12327	26807·27	Oct. 21	9.46 a.m.	C.P.R.	Crossing at M.P. 22, Kisbey Sub., Man.	..	1	Unp	H. & R.	Skew; single; carelessness; rural.
12328	27467·31	Oct. 21	6 05 p.m.	C.N.R.	Minard, Sask., crossing west of station	..	1	Unp	H. & R.	Right angle; single; high banks; care; rural.
12361	27373·1	Nov. 4	5·30 a.m.	C.N.R.	Quebec, Que., Beauport road	..	2	Watchm'n	H. & R.	Right angle; single; carelessness; urban.
12365	26842·11	Nov. 22	7.18 p.m.	M.C.R.	Welland, Ont., Stone road	1	..	Unp	H. & R.	Skew; double; carelessness; rural.
12372	27116·7	Oct. 28	8.30 a.m.	C.N.R.	Lac aux Sables, Que., first crossing west	..	1	Unp	H. & R.	Right angle; single; carelessness; rural.
12373	4087·16	Nov. 11	2.50 p.m.	C.P.R.	Simpson, Sask., first crossing south	1	1	Unp	Auto.	Right angle; single; carelessness; rural.
12398	26765·247	Nov. 23	2.55 p.m.	G.T.R.	Delhi, Ont., 3rd crossing east	..	1	Unp	H. & R.	Right angle; single; banks; carelessness; rural.
12405	C-4803	Nov. 23	6.00 p.m.	C.N.R.	Portage la Prairie, Man., Tupper street	..	1	Unp.	Ped.	Right angle; single; carelessness; urban.
12411	26765·249	Nov. 17	5.45 p.m.	G.T.R.	Collingwood, Ont., Hume street	..	1	Unp.	Auto.	Right angle; single; bank; trees; care; urban.
12416	26782·25	Nov. 8	9·55 a.m.	C.N.R.	Grand Mere, Que., 3 poles east	2	..	Unp.	Motor	Right angle; single; carelessness; rural.
12422	26765·248	Nov. 20	1.25 a.m.	G.T.R.	Fenelon Falls, Ont., Lindsay street	..	5	Unp.	Auto.	Right angle; single; siding; buildings; care; urban.
12423	27156·2	Nov. 13	4.22 p.m.	C.P.R.	Montreal, Que., Elmhurst street	..	2	Unp.	H. & R.	Right angle; double; carelessness; urban.
12432	26807·6	Nov. 16	7.10 a.m.	C.P.R.	Swift Current, Sask., first crossing east	..	1	Unp	Auto.	Right angle; double; carelessness; rural.
12436	9437·559	Nov. 20	10 42 a.m.	G.T.R.	Kingston Jct., Ont., Cataraqui street	..	1	Unp	Auto.	Right angle; double; carelessness; rural.
12442	5027	Dec. 12	12 15 p.m.	M.C.R.	Hagersville, Ont., King street	1	..	Unp	Auto.	Right angle; double; carelessness; urban.
12443	26842·33	Dec. 4	3·15 p.m.	M.C.R.	Hawtrey, Ont., first crossing west	1	1	Unp	Auto.	Right angle; double; carelessness; rural.
12445	9437·1026	Nov. 10	12 28 a.m.	C.N.R.	Trenton, Ont., Dundas street	..	2	Unp	Auto.	Right angle; single; station; buildings; care; urban
12449	24692	Dec. 4	7.58 p.m.	C.N.R.	St. Boniface, Man., Archibald street	..	1	Unp	Auto.	Right angle; single; sidings; buildings; care; urban
12452	28786·17	Nov. 16	10.05 a.m.	C.N.R.	Lyalta, Alta., crossing 16 poles west	..	2	Unp	Ped.	Skew; single; carelessness; rural.
12467	9437·1096	Dec. 6	3.35 p.m.	G.T.R.	Montreal, Que., Hibernia road	..	1	Gates.	Ped.	Right angle; double; buildings; carelessness; urban.
183						72	223			

Explanation of abbreviations:—Wat'n., Watchman; H. & R., Horse and rig; Auto., Automobile; Dble., Double track; Sdgs., Sidings; Bldgs., Building; Stn.; Station; Unp., Unprotected; Ped., Pedestrian; Motor, Motor truck; Sgle, Single track; H. Banks, High Banks; Care, Carelessness.

No. 10.—Statement Showing Accidents to Employees While Working On or Under Engines, Investigated During the Year Ending December 31, 1922.

File	Date	Railway	Place	Remarks	Killed	Injured
Inv. 10851	Nov. 28	C.N.R.	Exira Coal dock., Man	Slipped from running board		1
" 10853	Dec. 17	C. P. R.	Moose Jaw roundhouse, Sask	Stud in arch tube plate blew out		2
" 10874	Dec. 20	TH&B.	Granies, Ont	Attempted to tighten union nut on pipe		1
" 10889	Nov. 23	C. N.R.	Ashville, Man	Water glass broke		1
" 10939	Jan. 6	C.P.R.	Obico, Ont	Fell from cab of engine		1
" 10953	Dec. 13	C.N.R.	Biggar Water tank, Sask	Slipped on back of tank		1
" 10961	Jan. 19	G.T.R.	Thames River, Ont	Cleaning window, slipped on running board		1
" 10962	Jan. 12	G.T.R.	Brantford Depot, Ont	Fell walking around running board		1
" 10963	Jan 9.	G.T.R.	Georgetown, Ont	Tightening up joint on engine		1
" 10968	Jan. 18	Mid.	Winnipeg, Man	Slipped while filling sand box on engine		1
" 10974	Jan. 4	C.N.R.	Capreol, Ont	Fell while climbing up to headlight		1
" 10975	Jan. 8	C.N.R.	Geikie, Alta	Getting through front window of cab		1
" 10986	Jan. 25	C.N.R.	Drumheller, Alta	Fire blew back in fire-box		1
" 10997	Dec. 27	C.N.R.	St. Tite, Que	Opening fire-box door		1
" 10999	Dec. 27	G.T.R.	Montreal, Bonaventure Station	Filling lubricator, oil blew out		1
" 11009	Jan. 20	G.T.R.	Dunkeld Station, Ont.	Endeavouring to move engine off dead centre		1
" 11010	Feb. 1	G.T.R.	Rama, Ont	Getting down from engine off tender step, slipped		1
" 11017	Jan. 26	C.P.R.	Eagle River, Man	Cable on coal chute broke		1
" 11035	Feb. 5	G.T.R.	St. Thomas roundhouse, Ont	Placing markers on front of engine		1
" 11043	Feb. 2	C.N.R.	Maidstone, Alta	Steam pipe to left injector broke off		1
" 11055	Feb. 8	G.T.R.	Longwood Station, Ont	Went on running board to oil air pump		1
" 11081	Feb. 17	C.N.R.	North Bay, Transfer Yard, Ont	Engine moved while taking water		1
" 11082	Mar. 3	C.N.R.	Gogama, Ont	Pipe blew out of nigger head which furnishes steam to train line		1
" 11084	Feb. 9	C.N.R.	Mecheche, Alta	Struck hand while opening ashpan		1
" 11095	Feb. 13	C.N.R.	Craik, Sask	Pulling coal chute up		1
" 11109	Feb. 11	C.N.R.	Salvus, B. C.	Explosion occurred while engine taking oil fuel		1
" 11110	Feb. 11	C.N.R.	Turtle, Man	Fell while climbing down off tender		1
" 11111	Feb. 9	C.N.R.	Marten Lake, B.C	Slipped while getting off engine		1
" 11114	Jan. 25	C.N.R.	Big Valley, Alta	Ruptured while reversing engine		1
" 11115	Feb. 25	C.N.R.	Hanna Shop Track, Alta	Scalded by steam escaping from blow-off cock		1
" 11121	Feb. 21	G.T.R.	Peterboro, Ont	Getting down into cab of engine		1
" 11128	Feb. 8	C.N.R.	Near Aleza Lake, B.C	Trying to shake engine grates		1
" 11130	Mar 14	G.T.R.	Thames River, Ont	While putting in fire struck hand on dipper in cab		1
" 11133	Mar. 2	M.C.R.	Essex, Ont	Reverse lever slipped		1
" 11134	Mar. 2	G.T.R.	Downsview, Ont	Jumped off engine		1
" 11143	Feb. 17	G.T.R.	Pt. St. Charles, Que	Thawing bell-ringer on engine		1
" 11177	Jan. 19	C.N.R.	Regina shop track, Sask	Slipped on step of tender		1
" 11178	Mar. 11	G.T.R.	Allandale, Ont	Tightening up loose driver brake		1
" 11180	Mar. 2	G.T.R.	South River, Ont	Pulling down chute to take coal		1
" 11183	Mar. 14	M.C.R.	Muirkirk, Ont	Adjusting bell ringer		1

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No. 10.—Statement Showing Accidents to Employees While Working On or Under Engines, Investigated During the Year Ending December 31, 1922—(*Continued*).

File	Date	Railway	Place	Remarks	Killed	Injured
Inv. 11590	June 26	C.N.R.	Richmond Hill, Ont.	Putting in fire, blaze flew out.		1
" 11606	June 5	C.N.R.	Regina Sask.	Turned injector and was struck by stream of hot water.		1
" 11609	May 16	C.N.R.	Port Arthur, Caboose Track, Ont.	Jammed by lever when dumping ashpan.		1
" 11610	May 11	C.N.R.	Lazard, Machine Shop, Que.	Fell while climbing on top of engine.		1
" 11611	Apr. 28	C.P.R.	Between Andover and Aroostook, N.B.	Getting down off engine.		1
" 11616	June 19	C.P.R.	Hawk Lake, Ont.	Shaking grates.		1
" 11617	June 13	C.P.R.	Molson Tank, Man.	Pulling down water spout.		1
" 11625	July 7	G.T.R.	Waterford Station, Ont.	Struck by falling poker.		1
" 11652	July 7	G.T.R.	Komoka, Ont.	Shaking grates.		1
" 11653	July 14	G.T.R.	Newmarket, Ont.	Fell against handle of firebox door.		1
" 11667	May 17	G.T.R.	Pt. St. Charles, Que.	When engine coupled onto cars, fireman struck head on water gauge.		1
" 11679	July 19	G.T.R.	Oakville, Ont.	Flue burst on engine.		1
" 11681	June 17	C.N.R.	Des Rivieres, Que.	Turning valve to get water.		1
" 11682	June 20	G.T.R.	Turcot ashpit, Que.	Cleaning out fire on ashpit.		1
" 11688	May 28	C.P.R.	Pembroke, Ont.	Fell in front of drain cock on engine.		1
" 11696	July 11	C.N.R.	Treat, Man.	Squirt hose blew off.		1
" 11697	July 21	C.P.R.	Moose Jaw Yard, Sask.	Scalded when injector left open.		1
" 11698	July 24	C.P.R.	M.P. 86, La Riviere Sub., Man.	Right side rod broke.		1
" 11702	July 14	C.N.R.	Fort Rouge, Man.	Shaker bar slipped.		1
" 11734	July 30	G.T.R.	Scarboro Jct., Ont.	Fire blew back in firebox.		1
" 11736	July 19	G.T.R.	Toronto, Bathurst St., Ont.	Shaking grates.		1
" 11739	July 31	G.T.R.	Stratford, Ont.	Cylinder cock opened.		1
" 11740	Aug. 1	G.T.R.	Ingersoll, Ont.	Foot caught in reverse lever.		1
" 11741	June 7	C.N.R.	Moira Pit, Ont.	Shaking grates.		1
" 11761	Aug. 4	C.P.R.	Moose Jaw, Sask.	Fell account glove catching on split key.		1
" 11786	June 13	C.N.R.	Montreal Tunnel, Que.	Fell against motor.		1
" 11794	Aug. 11	C.N.R.	Mount Albert, Ont.	Struck knee on step of engine.		1
" 11797	Aug. 7	C.N.R.	Jellicoe, Ont.	Jammed between reach rod and run board.		1
" 11799	June 30	C.P.R.	Ozone, 1½ miles West, Ont.	Fell off top of engine.		1
" 11805	Aug. 14	C.N.R.	Fort Rouge, Man.	Injector broke.		1
" 11808	Aug. 7	C.N.R.	Kinistino, Sask.	Water glass broke.		1
" 11811	July 29	G.T.R.	Danford Yard, Ont.	Slipped off side of engine.		1
" 11831	Aug. 17	C.N.R.	North Regina Tower, Sask.	Opening valve squirt hose.		1
" 11837	Aug. 17	G.T.R.	London Yard, Ont.	Getting down from engine.		1
" 11841	Aug. 14	C.P.R.	Winkler, Man.	Taking bolt out of driving box.		1
" 11848	July 21	C.P.R.	Kimberley Sub., end of track, B.C.	Strained back while reversing engine.		1
" 11849	Aug. 14	C.P.R.	Toronto, coach yard, Ont.	Removing screw from water glass.		1
" 11868	Sept. 7	C.N.R.	Raymore, Sask.	Fell when engine lurched.		1
" 11886	Aug. 3	C.N.R.	Shaubaugua, Ont., M.P. 52.5.	Shaker bar slipped.		1
" 11887	Aug. 5	C.N.R.	Saskatoon, Sask.	Opening fire-box door.		1
" 11893	Aug. 21	G.T.R.	Lamable, Ont.	Getting lamp from back of tender.		1

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No. 10.—Statement Showing Accidents to Employees While Working On or Under Engines, Investigated During the Year Ending December 31, 1922—(*Concluded*).

File	Date	Railway	Place	Remarks	Killed	Injured
Inv. 12381	Nov. 7	C.P.R.	Caron, Sask.	Letting down reverse lever	-	1
" 12383	Oct. 29	C.P.R.	Swift Current, Sask.	Hooking up reverse lever	-	1
" 12404	Dec. 2	C.P.R.	LaRiviere Sub., M.P. 76, Man.	Flue in firebox burst	-	1
" 12418	Nov. 21	G.T.R.	Georgetown Station, Ont.	Fell off deck of engine	-	1
" 12419	Nov. 18	C.P.R.	Guelph Jct., Ont.	Oiling engine	-	1
" 12438	Oct. 6	C.P.R.	M.P. 94, Boundary Sub., B.C.	Slipped off run board	-	1
" 12453	Nov. 7	C.P.R.	North Portal, Sask.	Coal scoop fell on head	-	1
" 12454	Nov. 21	C.P.R.	Binscarth, Man.	Caught between apron and top of cab	-	1
" 12457	Dec. 1	C.N.R.	Fort Rouge, Man.	Struck by reverse lever	-	1
" 12458	Dec. 2	C.P.R.	M.P. 10, Gretna Sub., Man.	Injector blew off	-	1
" 12475	Nov. 7	G.T.R.	Montreal, Canal Bank, Que.	Shaking grates	-	1
" 12476	Nov. 6	G.T.R.	Montreal, Bonaventure Station, Que.	Fell on foot plate of engine	-	1
" 12485	Nov. 25	C.P.R.	London, Ont.	Scalded by hot water from release valve	-	1
					-	197

No. 11.—Statement Showing the Number of Highway Crossing Accidents with the Total Number of Killed and Injured by Provinces for Twelve Months Ending December 31, 1922.

Name of Railway	Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc	K.	I.	Acc.	K.	I.	Sec.	K.	I	Acc.	K.	I.	Acc.	K.	I
Canadian Pacific	1	....	1	4	1	6	13	9	18	22	8	23		6	1	1	0 5	1	5	4	2	3	2	1	2	57	23	68
Grand Trunk	....	....	....	....	....	....	10	6	8	58	11	72	....	....	....	....	....	....	....	....	....	....	....	....	....	68	17	80
Canadian National	2	....	2	....	....	....	6	3	10	7	1	10		6	1	8	11	3	14	3	2	5	....	....	....	35	10	49
Michigan Central	....	....	....	....	....	....	....	....	....	14	14	12	....	....	....	....	....	....	....	....	....	....	....	....	....	14	14	12
Great Northern	....	....	....	....	....	....	....	....	....	....	....	....		1	....	4	....	....	....	....	....	....	1	....	1	2	....	5
Toronto, Hamilton and Buffalo	....	....	....	....	....	....	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2
Hull Electric	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Quebec Central	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
London and Port Stanley	....	....	....	....	....	....	....	....	....	3	1	3	....	....	....	....	....	....	....	....	....	....	....	....	....	3	1	3
Quebec, Montreal and Southern	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Kettle Valley	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2	1	....	2
Esquimalt and Nanaimo	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	1	....	1
Niagara, St. Catharines and Toronto	....	....	....	....	....	....	....	....	....	2	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
Lake Erie and Northern	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Grand River	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Napierville Junction	....	....	....	....	....	....	1	1	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	4
Pere Marquette	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Hamilton Radial	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Brantford and Hamilton	....	....	....	....	....	....	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2
	3	....	3	4	1	6	33	19	43	112	35	130	13	2	22	16	4	19	7	4	8	5	1	6	193	66	237

No. 12—STATEMENT Showing Highway Crossings at which Protection Provided, the Nature of Protection, During Period of Twelve Months Ending December 31, 1922.

File Number	Order Number	Location of Crossing	Railway	Nature of Protection
26765·197	31952	Glen Robertson, Ont., first crossing east	G.T.R.	Embankment and trees cut down.
26727·88	31973	Kendry, Ont., crossing at mileage 30·4	C.P.R.	Brush out down and trees trimmed.
26765·97	31978	Princeton, Ont., Main Street	G.T.R.	Double illuminated electric bell, together with wig-wag signals, and all westbound movements on north siding be flagged across.
27156·44	31980	Iberville Jct., Que., at Mile 18·8	C.P.R.	Two double electric automatic illuminated bells with wig-wag signals.
9437·1248	31985	Hawkesbury, Ont., Regent street	G.T.R.	Protection by trainman in lieu of bell.
9437·44	31986	Hawkesbury, Ont., Main street	G.T.R.	Protection by trainman in lieu of watchman.
26765·198	31991	Dunnville, Ont., four miles East	G.T.R.	Standard warning signs erected on highway.
29529	32004	Ardley, B.C., Douglas avenue	G.N.R.	Automatic bell with wig-wag signal.
26763·209	32008	Peterboro, Ont., Argyle street	G.T.R.	Wig-wag signal.
9437·1223	32021	Brantford, Ont., 1st crossing 2 miles west	G.T.R.	Standard warning signs erected on highway.
27467·16	32022	Regin , Sask., Eighth avenue	C.N.R.	Automrdatic bell, together with wig-wag signal.
9437·1032	32039	Burlington, Ont., Water street	G.T.R.	Permanent speed restriction of 10 miles per hour; and that all cars of H.R. Co., come to stop before passing over said crossing.
12024·1	32031	Regina, Sask., Dewdney avenue	C.N.R.	Automatic bell, together with wig-wag signal.
26711·24	32050	Harrowsmith, Ont., 1¼ miles west	C.N.R.	Trees cut down at North-east corner of crossing.
24316	32075	Golf street, North Bay, Ont.	C.P.R.	Watchman 7 a.m. to 12 midnight from May 1 to Oct. 31 in each year.
26765·206	32102	Stratford, Ont., 2nd crossing west	G.T.R.	Removal of brush.
26727·90	32118	Cavan, Ont., 1st crossing west	C.P.R.	Removal of brush and trees trimmed.
588·28	32145	Toronto, Ont., George street	C.P.R. and G.T.R.	In addition to watchman maintained, a second watchman appointed by G.T.R. to protect crossing fro 6.30 a.m. to 6.30 p.m. daily, one man to be placed on north side and other on south side.
9437·178	32147	Port Credit, Ont., Stave Bank road	G.T.R.	Double automatic bell, together with wig-wag signals, on each side of crossing.
20961	32129	Twp. Crowland, Ont., River Road crossing	T. H. and B.	Automatic bell, light and wig-wag.
26765·204	32181	Mount Dennis, Ont., Fifth avenue	G.T.R.	Cinder sidewalk extended.
26727·85	32165	Alliston, Ont., Victoria street	C.P.R.	Illuminating feature added to bell already installed.
28067·	32167	Windsor, N.S., Wentworth St.	D.A.R.	Automatic bell, together with wig-wag signal in lieu of gates and watchman.
26765·219	32204	Ilderton, Ont., Main street	G.T.R.	Permanent speed restriction of 10 miles per hour; and cars kept back occupying siding on each side of crossing at least 100 feet from street; coal shed on south side to be moved back so that a car spotted at same will not be closer than the said 100 feet.
26765·11		Grimsby, Ont., 2nd crossing east	G.T.R.	Standard warning signs erected on highway.
26324		Port Arthur, Ont., May street	C.N.R.	Removal of brush.
26711·31	32249	Shawinigan Falls, Que., Main road	C.N.R.	Automatic bell, together with wig-wag signal.

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26722·41		Colborne, Ont., crossing ¾ miles west	C.P.R.	Cars to be kept back from street line on spur track.
9437·1007	32236	Woodstock., Ont., Wilson street	G.T.R.	In addition to bell already installed, wig-wag signal to be added.
27073·8	32284	Lytton, B.C., First crossing west	C.P.R.	Removal of cut from south side of crossing.
3701·236	32287	Belleville, Ont., 2 miles east, Kingston road	C.P.R.	Crossing to be altered and made to cross track at right angle instead of skew.
26765·217	32289	Eganville, Ont., Perrottes crossing	G.T.R.	Removal of trees and shrubs.
26727·92	32329	Ingersoll, Ont., Union road	C.P.R.	Removal of trees.
9437·779	32335	M.P. 61, Peterboro Sub., Raglan road	C.P.R.	Removal of earth south and north of crossing.
18490	32359	Grindrod, B.C., first crossing north	C.P.R.	Standard warning signs erected.
27467·25		North Battleford, Sask., Robt. street	C.N.R.	Permanent speed restriction of 10 miles per hour.
26765·216	32443	Cainsville, Ont., Frost crossing	G.T.R.	Removal of trees; and board fence replaced with wire fence.
26765·223		Hickson, Ont., first crossing north	G.T.R.	Permanent speed restriction of 10 miles per hour.
28786·15		Edmonton, Alta., 101st Street crossing	C.N.R.	Permanent speed restriction of 6 miles per hour.
9437·116	32401 32485	St. John's, Que., St. James St	G.T.R.	Gates to be operated between 6.30 a.m. and 10.30 p.m. instead of 7 a.m. to 7 p.m.; also slow order when gates not in operation.
26765·201		Port Colborne, Ont., Catherine St	G.T.R.	Permanent speed restriction of 10 miles per hour.
9437·547		Peterboro, Ont., Park and Westcott streets	G.T.R.	Permanent speed restriction of 10 miles per hour.
9437·294		Huntersville, Ont., Muskoka and Sheer streets	G.T.R.	Permanent speed restriction of 10 miles per hour.
9437·709	32554	Grimsby Beach, Ont., just east of station	G.T.R.	Two automatic bells, in lieu of watchman, with wig-wag signals.
26842·3	32548	Brookfield, Ont., 2 miles west	M.C.R.	Removal of trees.
26782·20		Montreal East, Que.	C.N.R.	Permanent speed restriction of 10 miles per hour.
25791	32681	Walkerville, Ont., Seminole street	P.M.R.	Wig-wag signal in addition to bell already installed.
26842·20	32658	Welland, Ont., 4 miles west	M.C.R.	Removal of trees.
26842·21	32659	Leamington, Ont., 1½ miles north	M.C.R.	Removal of trees.
28786·14	32679	Acheson, Alta., at M.P. 806·3	C.N.R.	Grades brought up to standard; scrub and brush cut down.
10683	32737	Walkerville, Ont., Edna street	P.M.R.	Cars to be kept back 50 feet from street; all switching movements on all tracks over crossing to be flagged; and speed of trains not to exceed 6 miles per hour when operating over crossing.
9437·417		Dunnville, Ont., Cedar street	G.T.R.	Permanent speed restriction of 10 miles per hour.
27652·20	32766	Norton Mills, Que., Stanhope crossing	G.T.R.	Removal of lumber piles near crossing.
26744·31		Portage la Prairie, Man., 1st crossing west	C.N.R.	Permanent speed restriction of 10 miles per hour.
17700		Blairmore, Alta., 9th avenue	C.P.R.	Permanent speed restriction of 10 miles per hour.
26842·27	32798	Stevensville, Ont., one mile east	M.C.R.	Removal of trees.
C—2400	32804	Twp. Ancaster, Ont., lot 44	B. & H. Elec.	Removal of trees and obstructions.
26842·25	32824	Brigden, Ont., 2nd crossing east	M.C.R.	Removal of trees.
26765·230	32827	Cheltenham, Ont., 4th line	G.T.R.	Removal of trees and embankment.
30391		Port Stanley, Ont	L. & P.S.	Permanent speed restriction of 10 miles per hour.
26722·41	32900	Twp. Cramahe, Ont., Lakeport road	C.P.R.	Removal of trees.
27401·10	32916	Bath, N.B., Mechanic street	C.P.R.	Wig-wag be applied to bell already installed.
27401·11	32913	Fairville, N.B., Milford street	C.P.R.	Wig-wag be applied to bell already installed.
29529·1	32925	Ardley, B.C., Boundary road	G.N.R.	Scrub and trees to be removed.
26765·231		Varney, Ont., 1½ miles south	G.T.R.	Removal of trees and knoll.
3878·67	32952	Cobourg, Ont., 3rd crossing east	C.N.R.	Embankments removed.
26727·96	32938	Cataraqui, Ont., Sydenham road	C.P.R.	Removal of trees.
27218·3	32951	Bridgewater, N.S., Aberdeen street	H. & S.W.	All train movements to be flagged over by trainman.

No. 12—STATEMENT Showing Highway Crossings at which Protection Provided, the Nature of Protection, During Period of Twelve Months Ending December 31, 1922—*Concluded*

File Number	Order Number	Location of Crossing	Railway	Nature of Protection
1872·5		Washago, Ont., Orillia street	G.T.R.	Standard warning signs erected; cars to be kept back 350 feet from street line.
9437·735	33014	Burlington, Ont., 1st crossing west	G.T.R.	Cars to be kept on north siding between derail and west end of station.
27365·17		Oakbank, Sask., 2 miles west	C.N.R.	Permanent speed restriction of 10 miles per hour.
26711·13		Capreol, Ont., Yonge street	C.N.R.	Permanent speed restriction of 10 miles per hour.
9437·851	33050	Thornton, Ont., 2nd crossing north	G.T.R.	Trees trimmed.
27467·26		Saskatoon, Sask., 8th street	C.N.R.	Brush cut down; and permanent speed restriction of 10 miles per hour.
28116·1	33048	Near Maidstone, Ont., Town line road	W.E.&L.S.	Removal of trees.
26765·133	33099	St. Catharines, Ont., John street	G.T.R.	Cars to be kept back a distance of 40 feet from street line.
15499·109	33030	Brantford, Ont., South Market street	G.T.R.	Watchman.
26765·127	33106	St. Catharines, Ont., Page street	N. St. C. & T. G.T.R	Cars to be kept back a distance of 40 feet from street line.
31981	33052	Kingston Junction, Ont., Perth road	G.T.R.	Two automatic bells with wig-wag signals.
9437·256	33149	Perth, Ont., Craig street	C.P.R.	Double electric bell and wig-wag signal.
27467·29	33159	Wadona, Sask., Main street	C.N.R.	Cars standing on business or elevator track to be kept back clear of the street line; and that movements made on passing track be flagged off.
26765·239	33164	Rosebank, Ont., crossing near	G.T.R.	Removal of trees.
27652·18	33165	Lennoxville, Que., Massawippi crossing	G.T.R.	Removal of banks.
26765·233	33163	Renton, Ont., 1st crossing east	G.T.R.	Automatic bell; with wig-wag signal.
27652·24	33181	Barrington, Que., 1st crossing west	G.T.R.	Removal of bushes.
27073·11	33200	Chemainus, B.C., 2·4 miles south	E. & M.	Removal of brush.
6256·5		Saskatoon, Sask., Avenue "I"	C.N.R.	Permanent speed restriction of 6 miles per hour
32409		Kitchener, Ont., Mill street	G.R.R.	Permanent speed restriction of 10 miles per hour.
27156·56	33231	Rock Forest, Que., 1st crossing east	C.P.R.	Removal of embankment.
26765·248		Fenelon Falls, Ont., Lindsay street	G.T.R.	Permanent speed restriction; cars kept back from street line.
28615·5		Quebec, Que., Parent street	C.P.R.	Permanent speed restriction of 10 miles per hour.
26765·238	33261	Marshville, Ont., ½ mile east	G.T.R.	Removal of hedge and trees.

No. 13.—STATEMENT Showing the Number of Highway Crossings at which Protection has been Ordered, and the Nature of Protection Set Out by Provinces, for Twelve Months Ending December 31, 1922.

	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	British Columbia	Alberta	Total
Removal of view obstructions (trees, banks, buildings, etc.)			4	25			3	1	33
Protection by trainman in lieu of bell				1					1
Protection by trainman in lieu of watchman				1					1
Double bell and wig-wag			1	3					4
Automatic bell and wig-wag			1	2		2	1		6
Wig-wag				1					1
Double bell and wig-wag in lieu of watchman				2					2
Automatic bell and wig-wag in lieu of gates	1								1
Wig-wag added to bell		2		2					4
Illuminating feature added to bell already installed				1					1
Advance warning signs on highway				3			1		4
Advance warning signs and card kept back 350 feet				1					1
Speed restriction of 10 miles per hour			2	11	1	2		1	17
Speed restriction of 10 miles per hour and cars kept back 100 feet; and coal shed moved				1					1
Speed restriction of 6 miles per hour						1		1	2
Watchman				1					1
Watchman 7 a.m. to 12 midnight; May to October				1					1
Watchman 6.30 a.m. to 6.30 p.m. daily				1					1
Side-walk extended				1					1
Cars to be kept back from street line on spur track				4					4
Cars kept back 50 feet; switching movements to be flagged; and speed restriction of 6 miles per hour				1					1
Cars on elevator track kept clear of street line; movements on passing track to be flagged						1			1
Cars kept back from street line; and speed restriction of 10 miles per hour				1					1
Brush cut down and speed restriction of 10 miles per hour						1			1
Crossing made right angle instead of skew				1					1
Gates operated part time and speed restriction of 10 miles per hour balance of time			1						1
Train movements flagged by trainman	1								1
	2	2	9	65	1	7	5	3	94

No. 14.—STATEMENT Showing Number of Persons Killed and Injured at Public Highway Crossings, Separately, for Each Year, for Year Ending March 31, 1919, Nine Months Ending December 31, 1919, Twelve Months Ending December 31, 1920, Twelve Months Ending December 31, 1921, and Twelve Months Ending December 31, 1922.

Year	Gates		Bell		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1919	3	20	10	20	1	7	27	115	41	162
Nine months ending Dec. 31, 1919	4	9	4	7	4	9	36	138	48	163
1920	6	14	6	29	4	8	52	164	68	215
1921	5	13	14	27	1	8	50	166	70	214
1922	2	10	5	16	1	9	58	202	66	237
	20	66	39	99	11	41	223	785	293	991

No. 15.—STATEMENT Showing Number of Highway Crossing Accidents, the Nature of Same, for Each and Every Year Separately for Year Ending March 31, 1919, Nine Months Ending December 31, 1919, Twelve Months Ending December 31, 1920, Twelve Months Ending December 31, 1921, and Twelve Months Ending December 31, 1922.

	Gates						Watchman						Bell						Unprotected						Total					
	1919	9 mos. 1919	1920	1921	1922	Total	1919	9 mos. 1919	1920	1921	1922	Total	1919	9 mos. 1919	1920	1921	1922	Total	1919	9 mos. 1919	1920	1921	1922	Total	1919	9 mos. 1919	1920	1921	1922	Total
Automobile	3	4	4	3	2	*16*	1	1	2	4	2	*10*	13	5	17	15	10	*60*	49	50	93	92	95	*379*	66	60	116	114	109	*465*
Horse and rig	....	....	2	2	....	*4*	..	1	2	1	2	*6*	1	..	7	6	6	*30*	28	25	33	32	38	*156*	29	26	44	41	46	*186*
Pedestrian	17	4	13	10	7	*51*	6	3	3	.	3	*15*	3	1	3	4	1	*12*	21	22	12	20	17	*92*	47	30	31	34	28	*170*
	20	8	19	15	9	*71*	7	5	7	5	7	*31*	17	6	27	25	17	*92*	98	97	138	144	150	*627*	142	116	191	189	183	*821*

The total of 821 accidents covers 293 persons killed and 991 persons injured, as referred to in preceding statement.

No. 16—Statement Showing the Number of Trespassers Killed and Injured by Provinces and Railways for Year Ending December 31, 1922.

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk					6	10	15	19									21	29
Canadian Pacific			1		10	4	17	13	1	2	2	5	2	4	1	3	34	31
Canadian National						5	2	5		1	1	1		3	1	8	4	23
Michigan Central							5	3									5	3
Toronto, Hamilton and Buffalo							1										1	
Quebec, Montreal and Southern						1												1
New York Central					1												1	
Grand River								1										1
Windsor, Essex and Lake Shore							1										1	
Algoma Central and Hudson Bay							1	1									1	1
Dominion Altantic	1	1															1	1
Maine Central					1												1	
Oshawa							1										1	
Total	1	1	1		18	20	43	42	1	3	3	6	2	7	2	11	71	90

No. 17.—Statement Showing the Number of Persons Killed and Injured on the Various Railways Under the Jurisdiction of the Board from April 1, 1914, until March 31, 1919, Nine Months Ending December 31, 1919. Twelve Months Ending December 31, 1920, Year Ending December 31, 1921, and Year Ending December 31, 1922.

Year	Passengers		Employees		Others		Total	
	K.	I.	K.	I.	K.	I.	K.	I.
1914	31	339	249	1,250	314	310	594	1,899
1915	8	236	99	873	230	251	337	1,365
1916	17	140	120	788	200	197	337	1,125
1917	16	280	155	1,174	212	239	383	1,693
1918	22	342	137	1,220	174	268	333	1,830
1919	28	202	117	1,344	119	267	264	1,813
1919—9 months	4	274	91	951	128	277	223	1,502
1920	17	379	80	1,570	157	381	254	2,330
1921	4	240	91	1,344	148	344	243	1,928
1922	5	376	83	2,084	155	396	243	2,856
	152	2,811	1,222	12,598	1,837	2,930	3,211	18,339

No. 18.—STATEMENT Showing Number of Persons Killed and Injured in the More Prominent Accidents on the Various Railways under the Jurisdiction of the Board Shown Separately for each Year for the Year Ending March 31, 1919; Nine Months Ending December 31, 1919; Twelve Months Ending December 31, 1920; Twelve Months Ending December 31, 1921; and Twelve Months Ending December 31, 1922.

	1919		9 months 1919		1920		1921		1922		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	9	159	13	247	11	316	12	159	10	215	55	1,096
Collision head on	8	57	4	85	.....	66	2	33	.....	64	14	305
Collision rear end	3	53	1	15	14	58	2	28	3	30	23	184
Collision in yard	2	40	.....	21	2	45	1	43	1	57	6	206
Collision with cars, open switch	1	7	2	20	.....	21	2	6	.....	6	5	60
Collision with cars standing foul	.....	1	.....	1	.....	4	.....	15	.....	5	.....	26
Collision at level (diamond) crossing	3	18	.....	3	.....	4	.....	7	.....	13	3	45
Highway crossing protected	14	47	12	25	16	51	20	48	8	35	70	206
Highway crossing unprotected	27	115	36	138	52	164	50	166	58	202	223	785
Adjusting couplers, coupling, etc	6	75	3	59	6	101	.....	69	5	79	20	383
Trespassing	77	102	64	68	73	120	64	91	71	90	349	471
Hand car, motor, struck by train	10	15	7	8	6	44	9	59	10	38	42	164
Struck by switch stand, etc	2	22	.....	25	.....	43	1	31	.....	42	3	163
Crushed between cars and buildings	3	13	.....	6	.....	16	2	8	2	16	7	59
Falling off passenger train	7	7	1	17	3	24	3	18	1	13	15	79
Falling off top of car	2	37	7	37	3	33	3	16	2	53	17	176
Falling between cars	3	9	1	5	3	2	2	7	3	11	12	34
Jumping off train in motion	5	46	1	54	4	62	3	64	8	117	21	343
Attempt to board train in motion	3	35	1	31	.....	57	3	38	1	62	8	223
Run down by engine or car	32	54	27	41	26	76	18	57	26	62	129	290
Locomotive dropping crown sheet	1	8	.....	4	.....	.....	.....	.....	.....	7	1	19
	218	920	180	910	219	1,307	197	963	209	1,217	1,023	5,317

No. 19.—Statement Showing Number of Cars Inspected Together with Defects for Twelve Months Ending December 31, 1922.

Name of Railway	Cars Inspected	Cars Defective	Per cent Defective	Grand Total Defects	Couplers and parts	Per cent Defective	Uncoupling Mechanism	Per cent Defective	Hand-holds	Per cent Defective
Canadian Pacific	33,752	1,671	4·95	1,836	47	2·50	280	15·25	88	4·79
Grand Trunk	23,630	1,042	4·41	1,169	47	4·02	151	12·91	23	1·96
Canadian National	16,319	995	5·42	1,129	15	1·32	235	20·81	69	6·11
Pere Marquette	785	32	4·08	36	.....	.....	2	5·55	.....	.....
Toronto, Hamilton and Buffalo	1,388	47	3·40	55	1	1·80	4	7·27	1	1·80
E. D. and B.C.	175	34	19·43	38	.....	.....	3	7·79	6	15·70
Boston and Maine	105	4	3·81	4	.....	.....	.....	.....	.....	.....
Michigan Central	4,260	112	2·63	124	3	2·41	9	7·25	2	1·61
Dominion Atlantic	152	19	12·43	22	.....	.....	3	13·63	1	4·54
Great Northern	615	30	4·88	34	1	2·94	8	23·52	2	5·88
Kettle Valley	205	6	2·92	7	.....	.....	.....	.....	1	14·28
Algoma Central	235	9	3·83	13	.....	.....	1	7·69	.....	.....
Esquimalt and Nanaimo	507	56	11·05	64	.....	.....	7	10·93	12	18·75
	82,128	4,057	4·94	4,531	114	2·51	703	15·51	205	4·52

Name of Railway	Air brakes	Per cent Defective	Ladders	Per cent Defective	Sill steps	Per cent Defective	Height of Couplers	Per cent Defective	Miscel-laneous	Per cent Defective
Canadian Pacific	1,068	58·16	56	3·05	180	9·85	31	1·68	86	4·68
Grand Trunk	845	72·28	27	2·37	30	2·56	5	0·42	41	3·50
Canadian National	522	46·23	13	1·15	171	15·14	22	1·94	83	7·35
Pere Marquette	31	86·11	1	2·77	1	2·77	.....	.....	1	2·77
Toronto, Hamilton and Buffalo	44	80·00	2	3·80	.....	.....	.....	.....	3	5·40
E. D. and B. C.	18	47·32	2	5·20	7	18·42	1	2·80	1	2·80
Boston and Maine	3	75·00	.....	.....	.....	.....	.....	.....	1	25·00
Michigan Central	99	79·83	5	4·03	3	2·41	.....	.....	3	2·41
Dominion Atlantic	12	54·55	3	13·63	3	13·63	.....	.....	.....	.....
Great Northern	16	27·05	1	2·94	1	2·94	2	5·88	2	5·88
Kettle Valley	4	57·14	.....	.....	.....	.....	.....	.....	2	28·57
Algoma Central	11	84·61	.....	.....	1	7·69	.....	.....	.....	.....
Esquimalt and Nanaimo	23	35·93	2	3·12	13	20·31	1	1·56	6	9·37
	2,696	59·50	112	2·47	410	9·04	62	1·36	229	5·05

No. 20.— STATEMENT Showing Defective Safety Appliances on Freight Cars as Reported by the Inspectors for Twelve Months Ending December 31, 1922.

COUPLERS AND PARTS

Coupler body broken	9
Coupler body worn	–
Guard arm short	–
Knuckle broken	3
Knuckle worn	1
Knuckle missing	9
Knuckle pin broken	3
Knuckle pin wrong	–
Knuckle pin bent	–
Knuckle pin missing	7
Lock block broken	73
Lock block worn	–
Lock block wrong	–
Lock block bent	–
Lock block inoperative	4
Lock block missing	4
Lock block key missing	1
Lock block trigger missing	–
Total	114

UNCOUPLING MECHANISM

Uncoupling lever broken	26
Uncoupling lever wrong	17
Uncoupling lever bent	45
Uncoupling lever incorrectly applied	14
Uncoupling lever missing	19
Uncoupling chain broken	503
Uncoupling chain too long	1
Uncoupling chain too short	1
Uncoupling chain kinked	7
Uncoupling chain missing	29
End casting broken	9
End casting wrong	–
End casting bent	2
End casting loose	2
End casting incorrectly applied	1
End casting missing	5
Keeper broken	9
Keeper wrong	1
Keeper loose	–
Keeper bent	–
Keeper incorrectly applied	–
Keeper missing	5
Angle clip loose	–
Total	703

HANDHOLDS

Handhold broken	29
Handhold bent	98
Handhold loose	61
Handhold incorrectly applied	9
Handhold missing	8
Total	205

HEIGHT OF COUPLERS

Coupler too high	4
Coupler too low	22
Carrier iron loose	36
Total	62

AIR BRAKES

Triple valve defective	–
Triple valve missing	–
Reservoir defective	–
Reservoir loose	2
Cylinder defective	34
Cylinder loose	56
Cylinder and triple valve not cleaned within twelve months	258
Cylinder and triple valve not stencilled with date of cleaning	6
Cut out cock defective	49
Release cock defective	2
Release cock missing	–
Release rod broken	147
Release rod missing	106
Angle cock defective	83
Angle cock missing	3
Train pipe broken	12
Train pipe loose	164
Train pipe bracket missing	19
Cross-over pipe defective	13
Hose defective	–
Hose missing	50
Hose gasket missing	3
Retaining valve defective	79
Retaining valve missing	11
Retaining pipe defective	151
Retaining pipe missing	1
Brake rigging defective	258
Brake cut out	1,184
Brake cut out, card old	2
No Brake of any kind	3
Pump missing	–
Total	2,696

LADDERS

Ladder round broken	13
Ladder round bent	66
Ladder round loose	8
Ladder round missing	5
Ladder loose	17
Ladder incorrectly applied	3
Total	112

SILL STEPS

Sill step broken	8
Sill step bent	208
Sill step loose	173
Sill step incorrectly applied	1
Sill step missing	10
Total	410

MISCELLANEOUS—Total	229
Grand Total	4,531

No. 21-A—STATEMENT of defects on Freight Cars Shown Separately for Year Ending March 31, 1919, Nine Months Ending December 31, 1919, Twelve Months Ending December 31, 1920, Twelve Months Ending December 31, 1921, and Twelve Months Ending December 31, 1922.

——	1919	Nine months ending Dec. 31, 1919	Twelve months ending Dec. 31, 1920	1921	1922	Total
Couplers and parts	109	71	139	89	114	522
Uncoupling mechanism	809	398	657	717	703	3,284
Handholds	152	55	123	234	205	769
Air brakes	2,959	1,507	2,318	2,925	2,696	12,405
Ladders	142	71	166	254	112	745
Sill steps	236	179	249	290	410	1,364
Height of couplers	11	9	21	44	62	147
Miscellaneous	342	92	97	330	229	1,090
	4,760	2,382	3,770	4,883	4,531	20,326

No. 21-B—STATEMENT of Cars Inspected and Defective shown Separately for Year Ending March 31, 1919, Nine Months Ending December 31, 1919, Twelve Months Ending December 31, 1920, Twelve Months Ending December 31, 1921, and Twelve Months Ending December 31, 1922.

——	1919	Nine months ending Dec. 31, 1919	Twelve months ending Dec. 31, 1920	1921	1922	Total
Cars inspected	77,261	45,871	66,108	76,789	82,128	348,157
Cars defective	4,232	2,142	3,135	4,352	4,057	17,918
Per cent defective	5·48	4·67	4·74	5·66	4·94	5·14

No. 22.—STATEMENT Showing Number of Engines Inspected by Railways, Together with the Defects, for Twelve Months Ending December 31, 1922.

Locomotive defects	C.P.R.	G.T.R.	M.C.R	Wab.	C.N.R.	E.D. & B.C	P.M.R.	A.C. & H.B.	Q.M. & S.	G.N.R.	K.V.R	West Pwr.	Maine Central	H. & S. W.	Q.C.R.	A.E.R.
1. Air compressors																
2. Arch tubes		8	1													
3. Ash pans or mechanism		3			13											
4. Axles		4														
5. Blow-off cock	1	5			1											
6. Boiler checks																
7. Boiler shell	1															
8. Brake equipment	4			1	4											
9. Cabs or cab windows					1											
10. Cab aprons or decks					1											
11. Cab cards																
12. Coupling or uncoupling devices	1	3			8					1						
13. Crossheads, guides, pistons or piston rods																
14. Crown bolts			1													
15. Cylinders, saddles or steam chests	1															
16. Cylinder cocks or rigging	1															
17. Domes or dome caps	1															
18. Draft gear	1	10														
19. Draw gear		1														
20. Driving boxes, shoes, wedges, pedestals and braces	1															
21. Fire box sheets	4		1													
22. Flues	1		2		1											
23. Frames, tail-pieces, or braces, locomotive	1			1							2					
24. Frames, tender	2	2														
25. Gauges or gauge fittings, air																
26. Gauges or gauge fittings, steam					1											
27. Gauge cocks	1															
28. Grate shakers	1															
29. Handholds	20	3	1		18	1	2									
30. Injectors inoperative					1											
31. Injectors and connections		1														
32. Inspection or test not made as required																
33. Lateral motion	12	9			1						1					
34. Lights, cab or classification		2														
35. Lights, headlights					1											
36. Lubricator or shields																
37. Mudrings	5	6													2	
38. Packing nuts																
39. Packing, piston rod and valve stem																
40. Pilots or pilot beams	7	1									1					
41. Plugs or studs		3			1											
42. Reversing gear																
43. Rods, main or side, crank pins or collars		1														
44. Safety valves																
45. Sanders																
46. Springs or spring rigging	1	7			1											
47. Squirt hose																

48. Staybolts	8			1											2		
49. Staybolts broken																	
50. Steam pipes		2		1													
51. Steam valves	1																
52. Steps	10	4		1	36										5		
53. Tanks or tank valves	8	4	1														
54. Telltale holes	2					1											
55. Throttle or throttle rigging		5	1	2													
56. Trucks, engine or trailing		1															
57. Trucks, tender	1	1		1							2						
58. Valve motion	1																
59. Washout plugs	1	2	1	1	1												
60. Water bar or combustion flues																	
61. Waterglass, fittings or shields	1	1															
62. Wheels	11	26		4	3	1					1						
63. Miscellaneous, signal appliances, badge plates, brake (hand)	7	4			4	2											
64. Fire protective appliances	128	36			70	2	3	1	1	8	5		2		2		
Number of defects	246	155	9	13	168	6	5	1	1	9	12		2		11		
Locomotives inspected	4,580	3,107	421	92	2,200	27	19	89	48	71	62	17	6	21	70	38	
Locomotives defective	227	139	7	12	156	6	5	1	1	9	10		2		6		
Percentage inspected, found defective	5	4	2	13	7	22	26	1	2	13	16		33		9		

No. 22.—STATEMENT Showing Number of Engines Inspected by Railways, together with the Defects, for Twelve Months Ending December 31, 1922—*Continued.*

Locomotive defects	Temis.	A.Q. & W.	Q O R.	E. & N.	W J T.	T.H. & B.	F. & G.L.	B. & M.	D.A.R.	O. & N.Y.	N.B. Ry. & Coal	W.P. & Y.	Total defects
1. Air compressors													9
2. Arch tubes													16
3. Ash pans or mechanism													7
4. Axles													
5. Blow off cocks													1
6. Boiler checks													9
7. Boiler shell													1
8. Brake equipment													1
9. Cabs or cab windows													
10. Cab aprons or decks													
11. Cab cards													13
12. Coupling or uncoupling devices													
13. Crossheads, guides, pistons or piston rods													1
14. Crown bolts													1
15. Cylinders, saddles or steam chests													1
16. Cylinder cocks or rigging													11
17. Domes or dome caps													1
18. Draft gear													1
19. Draw gear													5
20. Driving boxes, shoes, wedges, pedstals and braces													6
21. Fire-box sheets						2				2			6
22. Flues													1
23. Frames, tail-pieces, or braces, locomotive													1
24. Frames, tender													1
25. Gauges or gauge fittings, air													1
26. Gauges or gauge fittings, steam													48
27. Gauge cocks													1
28. Grate shakers						1				2			3
29. Handholds													2
30. Injectors inoperative													1
31. Injectors and connections													
32. Inspection or test not made as required													15
33. Lateral motion								2					
34. Lights, cab or classification													9
35. Lights, headlights													4
36. Lubricator or shields													
37. Mudrings													1
38. Packing nuts													
39. Packing, piston rod and valve stem													
40. Pilots or pilot beams													9
41. Plugs or studs													
42. Reversing gear													
43. Rods, main or side, crank pins or collars													
44. Safety valves													
45. Sanders													9
46. Springs or spring rigging													
47. Squirt hose													

48. Staybolts								1						12
49. Staybolts broken														
50. Steam pipes														3
51. Steam valves														1
52. Steps				2										58
53. Tanks or tank valves														13
54. Telltale holes														3
55. Throttle or throttle rigging														8
56. Trucks, engine or trailing														1
57. Trucks, tender														5
58. Valve motion														1
59. Washout plugs														6
60. Water bar or combustion flues														
61. Waterglass, fittings or shields														2
62. Wheels														46
63. Miscellaneous, signal appliances, badge plates, brake (hand)										2				19
64. Fire protective appliances						1					1			260
Number of defects				2		4		3		6	1			654
Locomotives inspected	42	8	24	30	4	112	4	7	19	8	5	13		11,144
Locomotives defective				2		4		2		2	1			592
Percentage inspected, found defective				7		4		29		5	20			5

APPENDIX "E"

REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD, CLYDE LEAVITT, FOR THE YEAR ENDING DECEMBER 31, 1922

ORGANIZATION

The policy established in 1912 has been continued, under which the several Dominion and Provincial forest-protective organizations have co-operated with the Board, in the local handling of railway fire-inspection work. Under this arrangement, 97 members of such organizations throughout Canada have been authorized to act as local officers of the Fire Inspection Department. On the whole, this form of organization has worked to the great advantage of all concerned.

In Ontario, increased efficiency in local inspection has resulted from the adoption, by the Ontario Forestry Branch, of the District system of organization in the eastern portion of the province Three forest districts were established, with headquarters at Pembroke, Parry Sound and Tweed, under experienced foresters. A notable improvement in our local inspection resulted from this improved form of organization, which it is anticipated will be further extended during 1923.

The form of organization in the other provinces remained substantially as in previous years.

GENERAL ORDER NO. 362

The outstanding feature of the year was the issuance of General Order No. 362, dated April 19, 1922. This order comprises a revision of General Order No. 107, which it supersedes. Notable improvements in the new order are in connection with: (*a*) Greatly improved requirements relative to fire-protective appliances on locomotives; (*b*) Modified regulation of the use of non-coking coals as locomotive fuel, during the fire season; (*c*) Provision for reducing the occurrence of fires caused by burning smoking materials thrown from trains.

RAILWAY FIRE PATROLS

In general, the requirements for special fire patrol have been well observed by the railways. As noted last year, there is an increasing tendency toward the handling of special fire patrol by selected members of the regular section forces With comparatively few exceptions, fires have been discovered promptly and adequate steps taken to extinguish same.

LOCOMOTIVE FUEL

Oil fuel continued in exclusive use in British Columbia on the Canadian National Railway between Prince George and Prince Rupert, 468 miles; Canadian Pacific Railway, between Field and Revelstoke, 126 miles; and on the Esquimault and Nanaimo Railway, 199 miles; total 793 miles. On the Canadian Pacific Railway, between Revelstoke and Kamloops, 129 miles, oil fuel was used only on locomotives in passenger service.

Early in the spring a serious situation arose on Canadian National lines in the West, resulting from the strike of union coal miners in northern Alberta. Regulation 7, General Order No. 107, prohibited the use of lignite coal as locomotive fuel, lignite coal being defined as intermediate between peat and

bituminous, with a carbon-hydrogen ratio of 11·2 or less, based on analysis of air-dried coal. This regulation, enacted in 1913, later became inadequate to cover the situation, because of the development in northern Alberta of certain coal mines whose product had a carbon-hydrogen ratio greater than 11·2, but the use of which as locomotive fuel, with standard front-end fire-protective appliances, resulted in the setting of an excessive number of fires. The coals in question were characterized by a light body, high moisture content and the absence of coking properties. Technically, the use of these coals as locomotive fuel was not prohibited by General Order No. 107, although, in practice, such use was, as a matter of policy, closely restricted by the railways because of their demonstrated sparking proclivities.

In view of this changed situation, when General Order No. 107 was being revised, for issuance as General Order No. 362 (dated April 19, 1922), a new regulation was drafted, as follows:—

> "8. That, unless otherwise ordered, no such railway company, between April 1, and November 1, burn as fuel on its locomotives, steam shovels, ditching machines, and pile drivers, any coal not possessing good coking properties, the use of which with standard front-end fire-protective appliances prescribed by clause 2, results in the emission of sparks from the stack to an extent deemed by the Board to be dangerous to the public interest, unless such equipment is provided with special fire-protective appliances approved by the Board. Whether any particular coal possesses good coking properties shall be determined by certificate from the Mines Branch, Department of Mines, Ottawa."

This regulation recognizes the obvious fact that front-end fire-protective appliances designed for use with bituminous coal having good coking properties are not necessarily adapted to use with light bodied, non-coking sub-bituminous coal, of the character produced by certain mines in northern Alberta which are otherwise well adapted for use as locomotive fuel.

The mines in question are situated on the Canadian National Railway, which comprises their natural market, so far as locomotive fuel is concerned.

Under normal conditions, the Canadian National would be able to secure from other mines in its territory adequate supplies of coal having good or fairly good coking properties and decidedly less sparking propensities.

However, due to the strike of union coal miners which prevailed in northern Alberta early in the year, the output from such mines was greatly reduced and finally practically stopped, so that the Canadian National was finally faced, in the early spring, with the alternative of either greatly reducing train service, due to shortage of fuel, or of using on some of its lines, non-coking and poorly coking grades of coal, partly from mines whose production had been greatly decreased but not entirely stopped, and partly from one of the mines operated as a steamshovel proposition and therefore not affected by the strike of union miners.

During May an epidemic of fires broke out on some of the Canadian National lines in northern Alberta where non-coking grades of coal were in use. The situation was particularly aggravated on the Alberta Coal Branch, comprising the Lovett, Mountain Park and Luscar Subdivisions. Most of these fires were small, but some escaped and covered considerable areas. The matter was taken up with the management and assurance was received by the Board that only coking grades of coal would be used in forest sections.

Formal representations were made by the company, setting forth the situation resulting from the strike, and making application for temporary relief. The

outcome was the issuance by the Board of Order No. 32657, dated July 24, 1922, suspending until August 15, the provisions of regulation 8, General Order No. 362, as to portions of Canadian National Western Lines operating through non-forested territory. The use of non-coking coal in prairie sections was considered less hazardous than in forest sections, because of the construction by the railway of fire-guards in the former, coupled with a generally less inflammable condition, and the fact that any fires that might occur would be more readily controlled than in forested areas.

The strike, however, continued, and it was necessary to continue the temporary suspension granted by Order No. 32657. This was done by successive orders, effective until the close of the fire season, November 1.

In the meantime, investigations and experiments were carried forward by the Canadian National with a view to developing and demonstrating a spark-arresting device that should work satisfactorily with non-coking grades or sub-bituminous coal. These experiments are still under way, not having reached more than a partially successful conclusion at the end of the year.

The excessive occurrence of spring fires along the Canadian National in forested sections in northern Alberta and eastern British Columbia is discussed below. It may be added that, while statistics of railway fires in prairie sections are not published in this report, our information, based on reports available, is to the effect that there was a very substantial increase in the occurrence of railway fires along the Canadian National in the prairie or non-forested sections of the Prairie Provinces. This should presumably be attributed, at least very largely, to the partial use in such territory, during the fire season, of non-coking grades of coal, without special spark-arresting devices to overcome this additional hazard.

Barring the recurrence of protracted strikes, the situation in these respects should be greatly improved during the coming year.

FIRE STATISTICS

The fire season of 1922 in British Columbia and northern Alberta was unusually serious. Normal conditions prevailed in Saskatchewan and Manitoba, except for a short period during September. Eastern Ontario and Western Quebec experienced an exceedingly dry spring, with extreme drought again during September and October. Conditions in the Maritime Provinces were normal. Taking into consideration the abnormal climatic conditions prevailing in these portions of the country, the number of fires attributed to the operation of railways, while large, is not out of proportion to the hazard.

Except in one case, fires set by the railways have been early detected and quickly extinguished. The one fire excepted burned over 29 per cent of the total area burned and did 34 per cent of the total damage, charged to railway causes. This fire, although brought under control, was not entirely extinguished, and as a result a second outbreak occurred during a period of high wind, with disastrous results. Had a tank car pumping unit or a portable fire-fighting pumping unit been quickly available, the fire could have been completely extinguished and heavy damage to valuable timber prevented. It is expected that the territory in question will be so protected during the ensuing year.

Taking the situation as a whole, it may fairly be said that the actual loss occasioned by railway fires, while high in the aggregate, is nevertheless low in comparison with forest fire losses throughout the country, due to other agencies. The railways are showing increased efficiency in the handling of their forest fire problem, although obviously there is still ample room for improvement.

The submission of fire reports by railway companies under the Board's Circular No. 133 is limited to lines or portions of lines broadly classified as running through forest sections. The total of lines so classified is 11,285 miles, approximately one-third of the total railway mileage under the Board's jurisdiction.

Of the total number of fires attributed to locomotive sparks in forested territory throughout the Dominion, 52·2 per cent occurred along 728 miles of the Canadian National Railway lines west of Edmonton in the provinces of Alberta and eastern British Columbia. Of all locomotive fires, 338, or 33·8 per cent, occurred on 92·7 miles of lines covering the Lovett, Mountain Park and Luscar Subdivisions, south of Bickerdike, known as the Alberta Coal Branch lines. The balance of 478 fires set by locomotive sparks were spread over 10,557 miles of lines of all railways running through forest sections. The high percentage of locomotive fires set by Canadian National in northern Alberta and eastern British Columbia is attributed chiefly to the temporary use of subbituminous coal as locomotive fuel, as above discussed.

It should be noted that of the 338 fires attributed to locomotives on the Alberta Coal Branch lines during the season, 174, or 51 per cent, occurred prior to June 1, and 240, or 71 per cent, occurred prior to June 8, by or before which date the use of non-coking coal had been discontinued on these lines in favour of the grades having good or fairly good coking properties. While the great majority of these fires were of small size and caused no damage, the very fact of their occurrence constitutes a danger signal of the most urgent character. The damage must have been very much greater had it not been for the intensive patrol maintained by the railway under our fire patrol requirements, the close inspection maintained by our local organization, and the construction of several miles of fire guards at most dangerous points adjacent to the right of way, at the expense of the Dominion Forestry Branch, which is vitally concerned because of the forest reserve which is penetrated by the railway lines in question.

The troubles on the Coal Branch lines were further aggravated by the use of certain light locomotives in heavy service, necessitating a heavy exhaust, with resulting excessive sparking. The railway company proposes to superheat these light locomotives, with a view to increasing their capacity, thus obviating the excessive throwing of dangerous sparks.

A grand total of 1,598 fires from all causes were reported as having originated within 300 feet of railway lines in forested territory along railways subject to the jurisdiction of the Board, as follows:—

Province	Number of fires	Per cent of total
British Columbia	551	35
Prairie Provinces	560	35
Ontario	272	17
Quebec	166	10
New Brunswick	18	1
Nova Scotia	31	2
Totals	1,598	100

Of the grand total of fires, 759, or 47·5 per cent, are class A fires, which burned over less than one-fourth acre each, doing no damage; while 839, or 52·5 per cent, are class B (larger) fires, which burned over 118,012 acres and destroyed forest growth and forest products valued at $187,046, and other property valued at $35,547, a total of $222,593.

Of the grand total, 1,205 fires, or 75·4 per cent, were definitely attributed to railway agencies; 120 fires, or 7·5 per cent, to known causes other than railways; and 273 fires, or 17·1 per cent, to unknown causes.

Of the total area of 118,012 acres burned over, 89·9 per cent is chargeable to railway causes, 4·5 per cent to known causes other than railways, and 5·6 per cent to unknown causes.

Of the grand total area of 118,012 acres burned over, 44.1 per cent is classified as lands carrying young forest growth; 19·1 per cent as lands carrying stands of commercial timber; 33·0 per cent as cut-over or previously burned-over lands; and 3·8 per cent as non-forested and grass lands.

Of the total of $222,593 damage, the railways are definitely charged with 83·9 per cent, 3·8 per cent of the damage is due to known causes other than railways, and 12·3 per cent to unknown causes.

Of the 1,205 fires which the railways are definitely charged with having caused, 1,000, or 62·5 per cent of the grand total, are attributed to sparks from locomotives, and 205 fires, or 12·9 per cent of the grand total, to railway employees.

SUMMARY of Reports on Fires in Forest Sections originating within 300 feet of track on Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1922.

	Canadian Pacific (Western Lines) (a)	Canadian Pacific (Eastern Lines) (b)	Canadian National (Western Lines) (c)	Canadian National (Eastern Lines) (c) (d)	Grand Trunk	Great Northern	Edmonton Dunvegan and British Columbia	Algoma Central and Hudson Bay	Miscellaneous (e)	Totals
A.—RAILWAY FIRES										
1. *Number by Causes—*										
(a) Locomotives, Class A fires	104	19	353	43	9	12	13	1	3	557
Locomotives, Class B fires	101	35	240	22	7	1	29	.....	8	443
(b) Employees, Class A fires	12	5	5	22	.....	.....	.....	2	.....	46
Employees, Class B fires	19	35	34	43	8	5	3	12	.....	159
(c) Total of Class A fires	116	24	358	65	9	12	13	3	3	603
Total of Class B fires	120	70	274	65	15	6	32	12	8	602
Total of all railway fires	236	94	632	130	24	18	45	15	11	1,205
2. *Areas burned (acres)*										
(a) Young forest growth	2,523	972	20,925	25,166	1,166	.....	128	5	.....	50,885
(b) Timber land	2,512	132	4,997	11,497	1,627	.....	6	46	103	20,920
(c) Slashing or old burn	1,077	304	12,218	1,557	15,028	102	.....	32	602	30,920
(d) Other classes of land	397	1,028	1,388	154	126	28	209	18	1	3,349
(e) Total	6,509	2,436	39,528	38,374	17,947	130	343	101	706	106,074
3. *Value of property destroyed—*										
(a) Young forest growth	$ 2,067	$ 3,166	$ 55,286	$ 30,761	$ 2,356	$	$ 198	$ 1	$	$ 93,835
(b) Standing timber	4,364	1,700	14,014	33,816	10,874	.....	43	52	1,315	66,178
(c) Forest products	500	71	55	12,195	.....	.....	.....	.....	.....	12,821
(d) Other property	2,538	1,965	9,066	313	35	.....	.....	.....	27	13,944
(e) Total	$ 9,469	$ 6,902	$ 78,421	$ 77,085	$ 13,265	$	$ 241	$ 53	$ 1,342	$ 186,778
B.—KNOWN CAUSES OTHER THAN RAILWAY FIRES										
1. *Number by causes—*										
(a) Campers and travellers, Class A fires	6	9	5	7	1	3	.....	.....	.....	31
Campers and travellers, Class B fires	6	1	6	3	.....	4	.....	1	.....	21
(b) Settlers, Class A fires	.....	4	1	1	.....	.....	.....	.....	.....	6
Settlers, Class B fires	7	8	5	5	1	.....	5	2	.....	33
(c) Other known causes, Class A fires	2	13	.....	.....	1	.....	.....	.....	.....	16
Other known causes, Class B fires	2	1	4	3	.....	3	.....	.....	.....	13
(d) Total of Class A fires	8	26	6	8	2	3	.....	.....	.....	53
Total of Class B fires	15	10	15	11	1	7	5	3	.....	67
Total of all known causes	23	36	21	19	3	10	5	3	.....	120

SUMMARY of Reports on Fires in Forest Sections originating within 300 feet of track on Railway Lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, Season of 1922.—*Concluded.*

	Canadian Pacific (Western Lines) (a)	Canadian Pacific Eastern) Lines) (b)	Canadian National (Western Lines) (c)	Canadian National (Eastern Lines) (c) (d)	Grand Trunk	Great Northern	Edmonton Dunvegan and British Columbia	Algoma Central and Hudson Bay	Miscellaneous (e)	Totals
2. *Areas burned (acres)*—										w
(a) Young forest growth	18	26	118	626						788
(b) Timber land	22		860	40						922
(c) Slashing or old burn	155	25	1,542	22		1,501		251		3,496
(d) Other classes of land	5	9	5	7	1		162			189
(e) Total	200	60	2,525	695	1	1,501	162	251		5,395
3. *Value of property destroyed*—										
(a) Young forest growth	$ 15	$ 26	$ 102	$ 380	$	$	$	$	$	$ 523
(b) Standing timber	60		6,350	65						6,475
(c) Forest products				101						101
(d) Other property	160	26	860	127		150				1,323
(e) Total	$ 235	$ 52	$ 7,312	$ 673		$ 150	$	$	$	$ 8,422
C.—FIRES OF UNKNOWN ORIGIN										
1. *Number*—										
(a) Total of Class A fires	41	14	10	26	3		1	4	4	103
(b) Total of Class B fires	47	34	30	27	2	7	15	4	4	170
(c) Total of all unknown fires	88	48	40	53	5	7	16	8	8	273
2. *Areas burned (acres)*—										
(a) Young forest growth	6	126	102	53	5		49		5	346
(b) Timber land	10	28	325	301			10	2		676
(c) Slashing or old burn	291	473	2,973	265		500		4	2	4,508
(d) Other classes of land	25	110	161	351			356	2	8	1,013
(e) Total	332	737	3,561	970	5	500	415	8	15	6,543
3. *Value of property destroyed*—										
(a) Young forest growth	$ 1	$ 114	$ 561	$ 44	$ 8		$ 136	$	$ 5	$ 869
(b) Standing timber	122	162	323	424			72	12		1,115

(c) Forest products	135	4,255	720	5	.....	14	.....	.....	.....	5,129
(d) Other property	1,830	7,900	707	34	.....	300	.....	9,500	9	20,280
(e) Total	$ 2,088	$ 12,431	$ 2,311	$ 507	$ 8	$ 314	$ 208	$ 9,512	$ 14	$ 27,393
D.—Grand Totals for all Causes										
1. *Number*—										
(a) Total of all Class A fires	165	64	374	99	14	15	14	7	7	759
(b) Total of all Class B fires	182	114	319	103	18	20	52	19	12	839
(c) Total of all fires reported	347	178	693	202	32	35	66	26	19	1,598
2. *Areas burned (acres)*—										
(a) Young forest growth	2,547	1,124	21,145	25,845	1,171	.....	177	5	5	52,019
(b) Timber land	2,544	160	6,182	11,838	1,627	.....	16	48	103	22,518
(c) Slashing or old burn	1,523	802	16,733	1,844	15,028	2,103	.....	287	604	38,924
(d) Other classes of land	427	1,147	1,554	512	127	28	727	20	9	4,551
(e) Total	7,041	3,233	45,614	40,039	17,953	2,131	920	360	721	118,012
3. *Value of property destroyed*—										
(a) Young Forest growth	$ 2,083	$ 3,306	$ 55,949	$ 31,185	$ 2,364	$	$ 334	$ 1	$ 5	$ 95,227
(b) Standing timber	4,546	1,862	20,687	34,305	10,874	.....	115	64	1,315	73,768
(c) Forest products	635	4,326	775	12,301	.....	14	.....	.....	.....	18,051
(d) Other property	4,528	9,891	10,633	474	35	450	.....	9,500	36	35,547
(e) Total	$ 11,792	$ 19,385	$ 88,044	$ 78,265	$ 13,273	$ 464	$ 449	$ 9,565	$ 1,356	$ 222,593

(a) Includes Esquimalt and Nanaimo and Kettle Valley Railways.
(b) Includes Dominion Atlantic, Fredericton and Grand Lake Coal and Railway, New Brunswick Coal and Railway and Quebec Central Railway.
(c) Includes Canadian National Railway lines subject to the Board's Jurisdiction. Excludes Canadian Government Railways (Transcontinental, Intercolonial and Hudson Bay Railways.)
(d) Includes Halifax and South Western Railway.
(e) Includes following lines: Algoma Eastern; Maritime Coal Railway and Power Company; Maine Central; Temiscouata; Western Power Company of Canada; White Pass and Yukon Route.

Note.—No fires were reported during 1922 as originating within 300 feet of track along the following lines: Atlantic, Quebec & Western; Boston and Maine; Cumberland Railway and Coal Company; Ottawa and New York; Quebec, Montreal and Southern, Quebec Oriental.

Class A fires are those which cover an area of less than one-fourth acre.
Class B fires are those which cover an area of one-fourth acre or more.

FIRE-PROTECTIVE APPLIANCES ON LOCOMOTIVES

During the fire season of 1922, officers of the Fire Inspection Department inspected fire-protective appliances on 2,556 locomotives operating through forested territory. Of this total, the fire-protective appliances on 119 locomotives, or 4·7 per cent, were found to be in a defective condition. This comprises an excellent showing, although obviously there is still room for substantial improvement.

This phase of the work is primarily under the jurisdiction of the Board's Operating Department, and our activities in this connection are in co-operation with that Department.

Experience shows that the Master Mechanics front-end is difficult to maintain in good order from the viewpoint of fire prevention; also that even when the fire-protective appliances are maintained in good order, a great many fires may still be set by sparks from the stack, during periods of drought. One of the most crying needs, so far as fire protection is concerned, is for the demonstration and general adoption of some device that will effectually do away with the emission of dangerous sparks from the stacks of locomotives. This we do not yet have. The need is particularly urgent for the development of a device that will give satisfactory results with light-bodied non-coking coals such as are found in certain portions of northern Alberta.

INSPECTIONS of Locomotive Fire-Protective Appliances, 1922. By Fire Inspection Department, B.R.C.

Railway	Province	Number Inspected	Number Defective	Per cent Defective
C.P.R. (including N.B.C. & Ry. and F. & G.L.C. and Ry)	New Brunswick	65	9	13·8
C.P.R. (including Quebec Central)	Quebec	181	5	2·7
C.P.R.	Ontario	815	43	5·3
C.P.R.	B.C.	204	18	8·8
Totals		1,265	75	5·9
C.N.R.	Quebec	70	2	2·9
"	Ontario	418	12	2·9
"	Man.-Sask.-Alta	154	6	3·8
"	Br. Columbia	158	3	1·9
Totals		800	23	2·9
G.T.R.	Quebec	27	1	3·7
"	Ontario	220	6	2·7
Totals		247	7	2·8
A.Q. & W. & Q.O.	Quebec	26	0	0·0
A.C. & H.B.	Ontario	45	1	2·2
A.E.	Ontario	19	0	0·0
G.N.R.	Br. Columbia	19	3	16·0
K.V.R.	Br. Columbia	35	4	11·4
E.D. & B.C.	Alberta	14	2	14·3
Temiscouata	Quebec	18	0	0·0
Maine Central	Quebec	4	1	25·0
Central Vermont	Quebec	4	1	25·0
Q.M. & S.	Quebec	25	1	4·0
B. & M.	Quebec	5	0	0·0
W.C.P. Co.	Br. Columbia	10	1	10·0
W.P. & Y. Route	Br. Columbia & Yukon	20	0	0·0
Totals all railways		2,556	119	4·7

FIRE GUARD STATISTICS

The statistical fire-guard report for 1922 shows an increase of 70·85 track miles over 1921, making a total of 14,855·06 track miles of railway lines in the Prairie Provinces subject to the fire-guard requirements, equivalent to 29,710·12 fire-guard miles, since fire-guards are required to be maintained on both sides of the track.

The report indicates that 9,896·78 miles of fire-guards were constructed or maintained during the past year, and 19,813·34 miles were, for various reasons, not constructed. Of this total, there were exempted by this Department 9,246·58 miles; owner of land refused to allow construction, 73·68 miles; land already ploughed, 3,039·93 miles; grain stubble and cultivated hay lands not fire-guarded by owner, 5,877·17 miles. Thus, as to a total of 18,237·36 miles of fire-guards not constructed, the reasons assigned by the companies were considered acceptable, leaving 1,575·98 miles unaccounted for, but at least a considerable portion of which presumably should have been fire-guarded.

As to 15,530·0 fire-guard miles on Canadian National lines, the company submitted revised exemption charts, which were inspected and passed upon by this Department during the past year.

There is an annual reduction in the mileage of fire-guards constructed, by reason of lands being placed under cultivation. Thus, the annual burden of cost of construction and maintenance of fire-guards on the railways is gradually becoming less from year to year.

SUMMARY of Fire-Guard Construction and Maintenance by Railways in the Provinces of Manitoba, Saskatchewan and Alberta, 1922

—	Edmonton, Dunvegan, and British Columbia, and Central Canada	Great Northern	Canadian National	Canadian Pacific	Totals
Length in track miles	478·10	162·38	7,765·0	6,449·58	14,855·06
Length in fire-guard miles (1)	956·20	324·76	15,530·0	12,899·16	29,710·12
Fire-guards constructed (shown in fire-guard miles)—					
Grain stubble lands { Fireguarded	35·00	200·50	1,490·46	2,416·32	4,142·28
Cultivated hay lands { by owner	4·50	40·00	276·90	19·25	340·65
Fenced grazing lands	9·70	49·00	1,031·12	1,632·07	2,721·89
Wild lands	2·50	1·50	900·71	1,787·25	2,691·96
Total miles of fire-guards constructed	51·70	291·00	3,699·19	5,854·89	9,896·78
Fire-guards not constructed (shown in fire-guard miles)—					
Exemptions (2)	825·90	30·00	5,463·83	2,926·85	9,246·58
Owner refuses to allow construction (3)	.....	.....	8·00	65·68	73·68
Unnecessary; land already plowed (4)	6·00	.....	1,628·81	1,405·12	3,039·93
Grain stubble lands { Not fire-guard-	56·50	.....	3,504·17	1,811·03	5,371·70
Cultivated hay lands { ed by owner (5)	7·40	.....	421·79	76·28	505·47
Miscellaneous other reasons	8·70	3·76	804·21	759·31	1,575·98
Total miles of fire-guards not constructed	904·50	33·76	11,830·81	7,044·27	19,813·34

1. Fire-guard mileage is double the track mileage, since the construction of fire-guards is required on both sides of the track.

2. Company exempted from fire-guard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

3. Employees of railway company refused permission, by owner, to enter upon lands for purpose of constructing fire-guards.

4. Fire-guarding unnecessary, because fields already plowed.

5. Fire-guarding in grain stubble and in cultivated hay lands required only where the land owner or occupant will undertake to plow guard at the reasonable price specified by the Board, to be paid by the railway company.

APPENDIX "F"

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Record Room

List of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1922

File No.	Subject	Decision
643	Montreal Terminal Railway *vs.* Montreal Street Railway, Pius Ave., upon question of jurisdiction	Allowed
1455	James Bay Railway *vs.* G.T.R., undercrossing at a point near Beaverton, Ont., Lot 13, Con. 7, Tp. of Thorah	Dismissed
1492	James Bay Railway *vs.* G.T.R., crossing Belt Line Spur. Question of law.	Dismissed
383	Ottawa Electric Railway and City of Ottawa *vs.* Canada Atlantic Railway, *re* Bank Street Subway, Ottawa. Question of law	Dismissed
1621	Toronto Railway Co., against Order 7813, July 3rd, 1909, *re* high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto. Question of jurisdiction	Dismissed
588	*Re* Toronto Union Station. A. R. Williams expropriation. Question of jurisdiction	Dismissed
C. 1680	Essex Terminal Railway and W. E. & L.S.R.R. Railway crossing in the Tp. of Sandwich, Ont. Question of law	Dismissed
C. 1309	Robinson *vs.* G.T.R., two-cent rate. Question of law	Dismissed
689	C.P.R. *vs.* G.T.R., *re* branch line at London, Ont. Question of jurisdiction.	Dismissed
1497	T. D. Robinson *vs.* C.N.R., spur at Winnipeg. Question of jurisdiction	Dismissed
9527	Montreal Street Railway, *re* rates, Mount Royal Ward. Question of jurisdiction	Allowed
C. 1419	Ontario Department of Agriculture *vs.* G.T.R., *re* station at Vineland, Ont. Jurisdiction	Dismissed
C. 3322	*Re* Toronto Viaduct—Appeal of C.P.R., on question of law	Dismissed
C. 4897	*Re* fencing and cattleguards, Order 7473. Appeal of C.N.R. upon question of jurisdiction	Allowed
C. 4492	City of Toronto *vs.* G.T.R. and C.P.R., *re* commutation rates. Question of	
C. 3378	law	Withdrawn
C. 2545	City of Ottawa and County of Carleton *re* Richmond Road Viaduct. Question of jurisdiction	Dismissed
13079	G.T.R. and C.N.O.R., *re* spur in Tp. of Scarboro, Ont. Question of jurisdiction	Dismissed
C. 3269	G.T.R. *vs.* British American Oil Cos., *re* oil rates. Question of law	Dismissed
1519	G.T.P.R. *vs.* City of Fort William, Ont., *re* location. Question of jurisdiction	Dismissed
11965	N. St. C. & T. Railway *vs.* Davy. Question of jurisdiction	Allowed
15580	Clover Bar Coal Co., and Wm. Humberstone *vs.* G.T.P. and the Clover Bar Sand and Gravel Co. Question of jurisdiction	Dismissed
12682	Regina Rates Case. Question of law	Dismissed
17963	G.T.P.R. *vs.* A. E. Purcell of Saskatoon, Sask. Question of jurisdiction	Dismissed
C. 3269	C.P.R. vs. British American Oil Companies. Question of jurisdiction	Dismissed
15530	G.T.R. and C.P.R. *vs.* Canadian Oil Companies. Question of jurisdiction	Dismissed
15530·1		
20062	B.C. Electric Railway, V.V. & E. Railway *vs.* City of Vancouver, B.C.	
27095	Question of jurisdiction	Dismissed
1487	E. B. Chambers and W. B. G. Phair *vs.* C.P.R. Question of jurisdiction	Allowed
18578	C.N.R. *vs.* Wm. A. Taylor. Question of jurisdiction	Dismissed
19435	G.T.R. *vs.* City of Edmonton. Question of law	Dismissed
14329·9	Montreal Tramways and M.P. & I. Railway *vs.* Lachine, Jacques Cartier and Maisonneuve Railway. Jurisdiction	Allowed
23009	City of Hamilton *vs.* T.H. & B. Railway. Question of jurisdiction	Allowed
21428	G.T.R. *vs.* Hepworth Silica Pressed Brick Co. Question of law	Dismissed
12021·70	Toronto Ry. Co., and City of Toronto vs. C.P.R. Question of law and	
9437·153	jurisdiction	Dismissed
C. 3935	City of Edmonton *vs.* E.D. & B.C. Railway. Question of law	Dismissed
16171	Ingersoll Tel. Co., and others vs. Bell Tel. Co. Question of law	Dismissed
27524	G.T.R. *vs.* Bourassa of Laprairie, Que. Question of law and jurisdiction	Withdrawn
13622	G.N.W. Telegraph Co., submits for opinion of Court a question of law involved in matter of General Order No. 162	Abandoned
27840	Government of Manitoba and J. H. Ashdown Hardware Co., *re* 15 per cent increase in freight rates. Question of jurisdiction	Abandoned

SESSIONAL PAPER No. 33

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1922—*Concluded.*

File No.	Subject	Decision
26981	C.P.R. *vs.* Department of Public Works for Ontario, *re* crossing in Township of Kirkpatrick. Question of law	Withdrawn
11118	Esquimalt and Nanaimo Railway *re* right of City of Victoria to have access over the bridge at Victoria Harbour. Question of jurisdiction	Abandoned
28439	Municipality of Burnaby, B.C., *vs.* British Columbia Electric Railway, *re* commutation rates. Question of jurisdiction	Abandoned
28950	City of Toronto *vs.* Toronto Terminal Railway *re* pressure pipes under Bay, Scott and Yonge streets, Toronto. Question of law	Dismissed
C. 3378	Application of Mr. Wegenast for a stated case in *re* Brampton commutation rates. Question of law	Dismissed
C. 2987	Ottawa Electric Railway, against Order of Board disallowing proposed increase in passenger rates. Question of jurisdiction	Allowed
21404·6	Board submits stated case for the opinion of the Court on question of jurisdiction in the matter of British Columbia Electric Railway Company's application for increased rates	Abandoned
28140 Pt. 2	Appeal of the Canadian Pacific Railway Company upon a question of law arising out of the application of the Department of Lands, Forests and Mines, Province of Ontario, for an Order directing the C.P.R. to provide and construct an overhead crossing at its own expense over its right of way between lots 6 and 7, Con. 1, Township of Eton, Ont. April 1, 1922. (Appeal allowed with costs. Question answered in the negative.)	

SUMMARY

Dismissed	28
Allowed	10
Abandoned	5
Withdrawn	3
Total	46

List of Appeals to the Governor in Council, February 1, 1904, to December 31, 1922.

File No.	Subject	Decision
399	Bay of Quinte Railway. Crossing C.P.R. at Tweed, Ont.	Allowed
1455	James Bay Railway *vs.* G.T.R. Crossing near Beaverton	Dismissed
1781	G.T.R. *vs.* City of Chatham, Ont. Street crossings	Dismissed
12992	Maniwaki Branch of C.P.R. Train service from Ottawa	Referred back
2030	*Re* tariffs of certain Yukon railways	Dismissed
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.	Dismissed
18787	South Hazelton Townsite *vs.* G.T.P.R.	Referred back
3452·30	J. Y. Rochester *re* Cameron Bay *vs.* G.T.P.R.	Dismissed
12912	Park Avenue Subway, Town of St. Louis, Que., *vs.* C.P.R.	Dismissed
17040	Lambton to Weston spur and C.P.R.	Abandoned
C. 3322	Toronto Viaduct Case	Dismissed
12021·70	City of Toronto *re* North Toronto Grade Separation	Dismissed
16177	C.P.R. *vs.* Mountain Lumber Manufacturers' Association *re* lumber rates	Withdrawn
19024	Charles Miller of Toronto *vs.* G.T.P.R. *re* station at Prince George, B.C.	Dismissed
17716·10	C.P.R. *vs.* Town of Maisonneuve, Que. Highways Crossings	Dismissed
22681·25	City of Montreal *vs.* C.N.R. siding across Stadacona and Marlboro streets, Montreal, Que.	Abandoned
21418	City of Prince George, B.C., *re* location of G.T.P.R. station between Oak and Ash streets	Dismissed
21660	C.N.C.R. *vs.* Township of Loughboro, Ont.	Dismissed
26169	C.P.R. and C.N.R. Cos., *re* interswitching at Eastern Public Cattle Market, Montreal	Abandoned
17040	C.P.R. *re* Lambton to Weston Spur. (Second Appeal)	Referred back
27693	City of Hamilton *vs.* G.T.R. *re* passenger service on Northern and N.W. Branch, between Hamilton and Burlington Beach and Town of Burlington, Ont.	Abandoned
27840	Winnipeg Board of Trade *re* 15 per cent increase in freight rates	Dismissed
28439·3	Town of St. Lambert, Que., *re* increase in rates on the Montreal and Southern Counties Railway	Dismissed
28230	City of Hamilton, Ont., *re* Kinnear Yard, Hamilton	Referred back
29040·2	National Dairy Council of Canada on behalf of Canadian Association of Ice Cream Manufacturers, *re* classification of ice cream	Referred back
C. 955	Proprietors' League of Montreal, *re* increase in Bell Telephone rates	Dismissed
30434	City of Windsor, Ont., for Order rescinding Order of Board No. 30028 authorizing C.P.R. to construct tracks of proposed freight shed at grade across unopened portion of Carom Avenue, Windsor	Dismissed
29996	City of Toronto against General Order No. 308 authorizing a general increase in freight rates	Referred back
C. 955	City of Toronto against Judgment of Board dated April 13, 1921, providing for increase in Bell Telephone rates	Abandoned
23092·2	C.N.Q. Ry. Co., against Order No. 31312 *re* crossing Pointe aux Trembles Terminal Ry. at Pointe aux Trembles, Que.	Pending
30380 P. 2	Appeal of the Corporation of the City of Toronto against the Ruling of the Board (General Order No. 327) with respect to express rates	Dismissed
30380·13	Appeal of the National Dairy Council of Canada from the decision of the Board and for an Order for the cancellation of the 20 per cent increase in cream rates which was allowed temporarily to express companies on their application of July, 1920	Referred back
17112·27	Appeal of the Dominion Millers Association from the Judgment of the Board, dated March 6, 1922, in the matter of flour arbitraries over wheat for export	Dismissed
29040·2	Appeal of the National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers from Board's Order No. 28883, respecting express classification of ice cream	Pending

SUMMARY

Dismissed	18
Referred back	7
Abandoned	5
Withdrawn	1
Allowed	1
Pending	2
Total	34

APPENDIX " G "

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR THE YEAR ENDING DECEMBER 31, 1922

GENERAL ORDER No. 353

In the matter of the General Order of the Board No. 271, dated September 10, 1919, as amended by General Order No. 348, dated November 10, 1921, with respect to the Canadian Freight Classification and the Express Classification for Canada, and Sections 322 and 360 of the Railway Act, 1919.

File No. 25639.

Upon reading the submissions filed.—

The Board Orders: That the said General Order No. 271, dated September 10, 1919, as amended by General Order No. 348, dated November 10, 1921, be, and it is hereby, amended by striking out the words, " The Ontario Grocers' Guild ", in the ninth line of paragraph 5 of the order, and substituting therefor the words, " Canadian Wholesale Grocers' Association "; and by adding the words, " United Grain Growers' Limited " and " Fruit Commissioners' Office, Department of Agriculture ".

OTTAWA, January 3, 1922.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 354

In the matter of the complaint of the Winnipeg Board of Trade, the Western Canada Flour Mills, and others, against the increase in the stop-off charge on grain for storage and milling in transit; and the application of the Dominion Millers' Association for an Order directing that the Grand Trunk Railway Company discontinue excessive stop-over charge of 2 cents per 100 pounds on grain products shipped milling-in-transit for domestic consumption.

File No. 26575

And in the matter of the application of the Dominion Millers' Association and the Montreal Board of Trade for an Order directing the railway companies to grant the right to Ontario and Quebec mills to mill in transit grain grown in Ontario and Quebec.

File No. 8641.12

Upon hearing the matter at various sittings of the Board held in Ottawa, Toronto, Sudbury, Vancouver, Victoria, Vernon, Nelson, Lethbridge, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, and Fort William, in the presence of representatives of the applicants, the railway companies, and other parties interested, and what was alleged,—

The Board Orders: That all railway companies subject to the jurisdiction of the Board file tariffs, effective not later than the 1st day of February, 1922, showing a charge of one cent per 100 pounds for the stop-over privilege on all

grain for storage, milling, malting, or other treatment; such privilege to be granted for all grain produced in Canada, subject to a reasonable charge for out of line hauls.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, January 4, 1922.

GENERAL ORDER No. 355

In the matter of the appointment of caretaker agents at non-agency stations.

File No. 4205.7

Whereas the railway companies subject to the jurisdiction of the Board are required from time to time to appoint caretaker agents at stations at which regular station agents are not maintained,—

The Board Therefore Declares: That the duties of a caretaker agent shall be as follows, namely: To see that the station is kept clean and, when necessary, heated and lighted for the accommodation of passengers, and to be present on the arrival and departure of trains; such duties to be the same as those of a regular station agent, excepting the billing of freight and handling the telegraph system.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, January 5, 1922.

GENERAL ORDER No. 356

In the matter of the General Order of the Board No. 102, dated February 17, 1913, prescribing Rules and Regulations Respecting Safety Appliances on trains of railway companies subject to the jurisdiction of the Board.

File No. 11654.26

Upon reading the submissions filed on behalf of the Order of Railway Conductors of America, the Brotherhood of Railroad Trainmen, the Railway Association of Canada, and the Michigan Central and the Wabash Railroad Companies; and upon the report and recommendation of the Mechanical Expert of the Board, concurred in by its Chief Operating Officer,

The Board Orders: That the provision covering caboose platform-steps, under the heading, "Caboose Cars with Platform," in the said General Order No. 102, dated February 17, 1913, be struck out and the following inserted in lieu thereof, namely:—

"Caboose Platform-Steps:

"Safe and suitable open, or box, steps leading to caboose platforms to be provided at each corner of caboose.

"Where open steps are used, the bottom tread of said steps to be provided with a right and left foot-stop at each end of tread, made of angle iron $3\frac{1}{2}$ x $2\frac{1}{2}$ x $\frac{1}{4}$ inch; the $2\frac{1}{2}$ inch face of angle iron to be bolted to the step".

F. B. CARVELL,
Chief Commissioner.

OTTAWA, January 12, 1922.

GENERAL ORDER No. 357

In the matter of the application of the Canadian National Millers' Association and the Dominion Millers' Association for an order suspending the tariffs or supplements to the tariffs filed with the Board in pursuance of its General Order No. 354, dated January 4, 1922, increasing the rates for out-of-line haul on Western grain milled in Eastern Canada.

File No. 8641.12.

Upon reading the application and what was alleged in support thereof,—

The Board Orders: That the tariffs or supplements to tariffs filed by the railway companies in accordance with the requirements of the said General Order No. 354, dated January 4, 1922, in so far as such tariffs or supplements to tariffs increase the charge for out-of-line haul on western grain moving all rail or lake and rail to milling points in Eastern Canada, be, and the same are hereby, suspended from their effective dates, with leave to the said railway companies to apply to the Board for an adjustment of rate, if necessary.

OTTAWA, February 14, 1922.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 358

In the matter of applications to the Board in respect to railway crossings of highways in the Provinces of Manitoba, Saskatchewan, Alberta, and British Columbia.

File No. 24420.1

In pursuance of the powers conferred upon the Board by sections 34 and 256 of the Railway Act, 1919, and of all other powers possessed by it in that behalf,—

The Board Orders: That all railway companies within the legislative authority of the Parliament of Canada, constructing or operating railways in the provinces of Manitoba, Saskatchewan, Alberta, and British Columbia, do, in addition to any notice required to be served upon the local municipality, or other persons concerned, serve copies of notices of all applications to the Board with respect to railway crossings of highways in the said provinces, and outside the limits of incorporated cities or towns therein, upon the following representatives of the Governments of the said provinces, respectively, namely:—

(1) In the Province of Manitoba, upon the Minister of Public Works.
(2) In the Province of Saskatchewan, upon the Minister of Highways.
(3) In the Province of Alberta, upon the Minister of Public Works.
(4) In the Province of British Columbia, upon the Minister of Public Works.

And shall furnish the Board with evidence of service of such notice before any such application shall be disposed of by the Board.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, February 22, 1922.

GENERAL ORDER No. 359

In the matter of the General Order of the Board No. 355, dated January 5, 1922, defining the duties of a "caretaker agent."

File No. 4205.7

The Board Orders: That the said General Order No. 355, dated January 5, 1922, be, and it is hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, March 2, 1922.

GENERAL ORDER No. 360

In the matter of the application of D. Robertson & Company, Limited, of Milton, Ontario, and the Standard White Lime Company, Limited, of Guelph, Ontario, hereinafter called the "Applicants", for an order requiring railway companies to supply temporary doors for shipments of lime, in carloads, or to make an allowance when the same are furnished by shippers.

File No. 4106.36

Upon hearing the matter at the sittings of the Board held in Toronto, January 5, 1922, the applicants, the Christie, Henderson Company, Limited, and the Grand Trunk and Canadian Pacific Railway Companies being represented at the hearing, and what was alleged; and upon reading the further submissions filed,—

The Board Orders: That railway companies subject to the jurisdiction of the Parliament of Canada be, and they are hereby, required, not later than March 16, 1922, to amend their tariffs so as to provide for the allowance, at points east of Fort William, of fifty cents per car door of not less than twenty-one square feet, when furnished by shippers of lime, in bulk.

S. J. McLEAN,
Assistant Chief Commissioner.

OTTAWA, March 6, 1922.

GENERAL ORDER No. 361

In the matter of section 285 of the Railway Act, 1919; the General Order of the Board No. 244, dated July 26, 1918, as amended by General Order No. 251, dated October 4, 1918; Circular No. 110, dated April 3, 1913, and Supplements thereto Nos. 1 and 2, dated respectively April 30, 1918; and June 6, 1918; Circular No. 131, dated March 11, 1914; and Circular No. 161, dated March 8, 1918.

File No. 45

The Board Orders as follows:

1. That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, required and directed, within six days after the head officers of the company have received information of the occurrence upon the railway belonging to it, or operated by it, of any accident attendant with personal injury to any person using the railway, or to any employee of the company, or whereby any bridge, culvert, viaduct or tunnel on or of the railway has been broken or so damaged as to be impassable or unfit for immediate use, to give notice thereof to the Board, such notice to be addressed to the Chief

Operating Officer of the Board, and to be printed on hard paper in the forms "A" (relating to highway crossing accidents only) and "B" (relating to accidents other than those occurring at highway crossings), schedules to this order; such reports to refer to such accidents as above specified as occur as a result of transportation, that is to say, where movements of trains, engines, or cars are involved therein, and not to accidents occurring in railway shops, or manufacturing establishments, or other places on the railway, unless caused directly or indirectly by train, engine, or car movements.

2. That in the case of—

(*a*) derailments, collisions, failure of locomotive boiler, highway crossing accidents, when the same are attended with personal injury to any person using the railway, or to any employee of the company;

(*b*) all other accidents occurring on the railway, attended with personal injury to any person using the railway, or to any employee of the company, and in which accidents the movement of trains, engines, or cars is involved (but not in the case of accidents occurring in railway shops, manufacturing establishments, or other places of the railway company in which the movement of trains, engines, or cars is not involved in the accident); and

(*c*) any damage caused by any such accident to any bridge, culvert, viaduct, or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whether attended by personal injury to any person or employee of the company or not)—

the conductor or other employee of the railway company who is in charge of the train, place, or structure in connection with which the accident occurred, shall, at the expense of the company, and at the same time as he reports to the company, send a telegram, addressed to the Chief Operating Officer of the Board at Ottawa, containing the following information:—

(*a*) Date and place.
(*b*) Name of railway.
(*c*) Number and description of train or trains, engine or engines, concerned.
(*d*) Number of passengers, employees, or others killed and injured.
(*e*) Statement of any damage to any bridge, culvert, viaduct, or tunnel.
(*f*) A short and concise statement of the apparent cause of the accident.
(*g*) Name and title of person sending report.

3. That where any such company grants, or has granted, running rights, or the joint use of its line, or any portion thereof, to another company, and the last named company is concerned in an accident occurring on said joint section required under this Order to be reported, the operating company shall report to the Board as herein provided.

4. That every such railway company place before its conductors or other employees affected by this order a copy of paragraph 2 of the order, directing the said conductors or other employees to comply directly with its requirements.

5. That all reports, whether written or telegraphed, made pursuant to this order, be privileged from production.

6. That the said General Order No. 39, Circular No. 110 with Supplements Nos. 1 and 2, Circular No. 131, and Circular No. 161, and General Orders Nos. 244 and 251 be, and they are hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, March 15, 1922.

SCHEDULE "A"

.....192..

.....Railway

Report to the Board of Railway Commissioners for Canada as required by Section 285 of the Railway Act and General Order of the Board No. 361

1. Date and hour of accident				
2. Train	Conductor		Engine	
	Engineer			
3. Province				
4. *Place of accident.* State if in city, town, village, or township. If in city, town or village give name of street; if no name, say how many crossings from station specifying direction. If in township, give distance in miles and fraction of mile from nearest station, specifying direction, also give distance of nearest mile post of sub-division and any other information of an identifying character.				
5. (a) Particulars of accident. (b) Name of persons injured or killed and addresses.				
6. Was crossing protected at time of accident and if so in what manner?				
7. Time and date, speed limitation of ten miles an hour established or watchman put on as required by section 309 (clause "c") and General Order No. 77.				
8. If any previous accident at same place subsequent to 1900, give date, if more than one accident give date of last one only.				
9. Remarks covering any other information that the Company thinks should be submitted not covered by the foregoing details.				

I certify that from inquiries made by me, or my knowledge, the foregoing return is correct.

Signature.....

Title.....

N.B.—Use only one form for each accident, attaching plain extension sheets if insufficient space here.

SCHEDULE "B"

.....192..

.....Railway

Report to the Board of Railway Commissioners for Canada as required by Section 285 of the Railway Act and General Order of the Board No. 361

1. Date.	
2. Hour.	
3. Train.....	Conductor / Engineer — Engine
4. Place..... Province.....	
5. Name of person injured.	
6. Age.	
7. Passenger, employee or others.....	
8. Residence.	
9. Description of injury.	
10. How accident occurred. NOTE.—If injury or damage be to a bridge, culvert, viaduct or tunnel, answer numbers 1, 2, 4, 9 and 10.	

N.B.—Use only one form for each accident, attaching plain extension sheets if insufficient space here

Signature.....

Title.....

GENERAL ORDER No. 362

In the matter of the General Order of the Board No. 107, dated July 4, 1913, prescribing regulations to be adopted by railway companies for the prevention of fires.

File No. 4741-A

Upon reading the submissions filed by the Railway Association of Canada, on behalf of the railway companies interested; and upon the report and recommendation of the Chief Operating Officer and the Chief Fire Inspector of the Board,—

The Board orders as follows:—

1. That Orders Nos. 3245, dated July 4, 1907; 3465, dated August 14, 1907; 8903, dated December 15, 1909; 15995, dated February 16, 1912; 16570, dated May 22, 1912; and General Order No. 107, dated July 4, 1913, be, and they are hereby, rescinded.

2. Unless exempted by special order of the Board every railway company subject to the legislative authority of the Parliament of Canada, the railway of which is under construction, or being operated by steam, shall cause all locomotives and other portable boilers, other than those using oil as fuel, used on the railway, to be fitted and kept fitted in good order with practical and efficient devices for arresting the escape of sparks or live coals, as hereinafter set forth:—

(*a*) Every locomotive boiler equipped with an extension smokebox shall have installed therein, so as to extend completely over the aperture through

which the smoke ascends, a double-crimpled wire netting, the mesh of which shall not be larger than 2½ by 2½ per inch of No. 10 Birmingham wire gauge; the openings of said mesh not to exceed a quarter of an inch and one sixty-fourth (that is seventeen sixty-fourths) of an inch square when new. The condemning limit of the said netting shall be nineteen sixty-fourths of an inch.

Experimental or improved devices which are not in full accord with this clause shall be tried only on receipt of permission from the Chief Operating Officer of the Board.

(*b*) Every locomotive equipped with a diamond stack shall be fitted with a cast iron deflecting cone and double-crimped wire netting with a mesh not more than 3 by 3 per inch of No. 10 Birmingham Wire Gauge, placed in the flare of the diamond of the stack, so as to cover the same completely; the openings of the said mesh not to exceed three-sixteenths and one sixty-fourth (that is thirteen sixty-fourths) of an inch square when new. The condemning limit of the said netting shall be fifteen sixty-fourths of an inch.

(*c*) All steam shovels, ditching machines, and pile drivers, having exhaust in stack and burning coal, shall be equipped with a wire netting in the front end, in accordance with the standard prescribed in subsection (*a*), or with a bonnet screen or double-crimped wire netting mesh device on the top of the smoke stack, as may be most practicable. All openings between the bonnet netting and stack must be fitted so as to leave no opening larger than the mesh of the netting. The condemning limit of the said netting shall be the same as subsection (*a*).

3. Manhole, and door openings of superheater type next to the tube sheet, shall be securely closed and held in place by cotters or keys, so constructed that they cannot fall out. All dead plates and nettings shall be securely fastened to the smokebox shell by angle irons of sufficient width to hold the same in position. In no case must there be an opening in the dead plates where fitted around steam pipes or superheater doors, or any joints, in excess of one-eighth of an inch in width. Cement or asbestos must not be used to fill openings in the fitting or fire-protective appliances.

4. (*a*) The openings of ashpans of locomotives with narrow fireboxes shall be covered with metal dampers.

(*b*) Ashpan slides and doors of locomotives, when closed, shall be secured in that position by a heavy spring or by any other positive method.

(*c*) Locomotive ashpan draft ports or openings shall be protected by solid deflecting plates, netting, or perforated plates, so placed as to protect the opening. Where netting is used, it shall be protected by deflecting plates.

(*d*) On locomotives where rods pass through the ashpan, the opening for operation shall be no larger than is actually necessary, and shall be protected wherever practicable by deflecting aprons or hoods, so placed as to prevent the escape of ashes and fire. Damper rods from the cab shall be disconnected between the first day of April and the first day of November each year, or during the additional period, if any, as provided in subsection (*f*).

(*e*) Overflow pipes from injectors, or a separate pipe from boiler, or water pipes from injector delivery pipe, shall be fitted into the ashpans with the necessary valve and other fixtures to supply water to all hoppers of the ashpan at the same time.

(*f*) Sufficient water to dampen ashes and extinguish fire falling from the grates must be supplied from April 1 to November 1 each year, or during such additional period as may be required in any particular territory by the Chief Operating Officer of the Board.

5. That every railway company provide adequate inspection at terminal or divisional points where its locomotive engines, steam shovels, ditching machines, and pile drivers are housed and repaired, and at other points where necessary, and cause—

(*a*) An examination to be made, at least once a week, of—

1. The netting;
2. Dead plates;
3. Ashpans;
4. Dampers;
5. Slides and doors;
6. Any other fire-protective appliances;

(*b*) And a record to be kept of every inspection in a book to be furnished by the railway company for the purpose, showing—

1. The numbers of engines, steam shovels, ditching machines, and pile drivers inspected;
2. The date and hour of day of such inspection;
3. The condition of the said fire-protective appliances and arrangements; and
4. A record of repairs made in any of the above mentioned fire-protective appliances. The said book to be open for inspection by any authorized officer of the Board.

(*c*) In case any of the said fire-protective appliances are found to be defective, the said equipment shall be removed from service, and shall not (during the said prescribed period) be returned to service unless and until such defects are remedied.

(*d*) Every railway company shall make an independent examination of the fire-protective appliances on all locomotives, steam shovels, ditching machines and pile drivers of such company, at least once each month, and the conditions of such fire-protective appliances shall be reported direct to the Chief Mechanical Officer of the railway company, or other chief officer held responsible for the condition of the motive power of the said company.

6. That no employees of any such railway company—

(*a*) do, or in any way cause, damage to the netting or other fire-protective appliances on any locomotive or other boiler in service;

(*b*) open the back dampers of any locomotive while running ahead, or the front dampers while running tender first, except when there is snow on the ground and it is necessary to take such action in order to have the engine steam properly.

7. That no such railway company permit fire, live coals, or ashes to be deposited on its tracks or right of way, unless they are extinguished immediately thereafter, except in pits provided for the purpose.

8. That, unless otherwise ordered, no such railway company, between April 1 and November 1, burn as fuel on its locomotives, steam shovels, ditching machines, and pile drivers, any coal not possessing good coking properties, the use of which with standard front-end fire-protective appliances prescribed by clause 2, results in the emission of sparks from the stack to an extent deemed by the Board to be dangerous to the public interest, unless such equipment is provided with special fire-protective appliances approved by the Board. Whether any particular coal possesses good coking properties shall be determined by certificate from the Mines Branch, Department of Mines, Ottawa.

9. That railway companies take all reasonable precautions to eliminate the danger of fires being set along railway lines by passengers and employees throwing burning smoking materials from trains. The measures to be taken shall include the posting of warning notices in cars or compartments of cars in which smoking is permitted, and the issuance at suitable intervals during the fire season of verbal warnings to passengers in such cars or compartments, including observation platforms and open observation cars. The territory within which they shall be effective shall be determined by the Chief Fire Inspector.

10. That every such railway company establish and maintain fireguards along the route of its railway as the Chief Fire Inspector may prescribe. The nature, extent, establishment, and maintenance of such fireguards shall be determined as follows:—

(*a*) The Chief Fire Inspector shall each year prepare and submit to every such railway company a statement of the measures necessary for establishing and maintaining the routes of such railways in a condition safe from fire, so far as may be practicable.

(*b*) Said measures may provide for the cutting and disposal by fire or otherwise of all or any growth of an inflammable character, and the burning or other disposal of debris and litter, on a strip of sufficient width on one or both sides of the track; the ploughing or digging of land in strips of sufficient width on one or both sides of the track; and such other work as may, under the existing local conditions and at reasonable expense, tend to reduce to a minimum the occurrence and spread of fire.

(*c*) Said statements of the Chief Fire Inspector shall be so arranged as to deal with and prescribe measures for each separate portion of such railway upon and adjacent to which the fire risk calls for specific treatment. The intention shall be to adjust the protective measures to the local conditions, and to make the expense proportionate to the fire risk and possible damage.

(*d*) Said statements of the Chief Fire Inspector shall prescribe dates on or within which the foregoing protective measures shall be commenced and completed, and the fireguards maintained in a clean and safe condition.

(*e*) No such railway company shall permit its employees, agents, or contractors to enter upon land under cultivation to construct or maintain fireguards, without the consent of the owner or occupant of such land.

(*f*) Wherever the owner or occupant of such land objects to the construction or maintenance of fireguards, on the ground that the said construction or maintenance would involve unreasonable loss or damage to property, the company shall *at once* refer the matter to the Board, giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

(*g*) No such railway company shall permit its agents, employees, or contractors to leave gates open or to cut or leave fences down whereby stock or crops may be injured, or to do any other unnecessary damage to property in the construction or maintenance of fireguards.

11. That in carrying out the provisions of section 280 of the Railway Act, 1919, which enacts that "the company shall at all times maintain and keep its right of way free from dead or dry grass, weeds, and other unnecessary combustible matter," no such railway company, or its agents, or contractors, between the first day of April and the first day of November, burn or cause to be burned any ties, cuttings, debris, or litter upon or near its right of way, except under such supervision as will prevent such fires from spreading beyond the strip being cleared. The Chief Fire Inspector or other authorized officer of the Board may require that no such burning be done along specified portions of the line of any such railway, except with the written permission or under the direction of the Chief Fire Inspector or other authorized officer of the Board.

12. That the railway company provide and maintain a force of fire rangers fit and sufficient for efficient patrol and fire-fighting duty during the period from the first day of April to the first day of November of each year; and the methods of such force shall be subject to the supervision and direction of the Chief Fire Inspector or other authorized officer of the Board.

13. That the Chief Fire Inspector each year prepare and submit to each and every railway company a statement of the measures such railway companies shall take for the establishment and maintenance of said specially organized force. Said statements, among other matters, may provide for:—

(*a*) The number of men to be employed on the said force, their location and general duties, and the methods and frequency of the patrol;

(*b*) The acquisition and location of necessary equipment for transporting the said force from place to place, and the acquisition and distributing of suitable fire-fighting tools; and

(*c*) Any other measures which are considered by him to be essential for the immediate control of fire and may be adopted at reasonable expense.

14. That every such railway company instruct and require its sectionmen and other employees, agents, and contractors to take measures to report and extinguish fires on or near the right of way as follows:—

(*a*) Conductors, engineers, or trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right of way, or of a fire which threatens land adjacent to the right of way, shall report the same by wire to the Superintendent, and shall also report it to the agent or persons in charge at the next point at which there shall be communication by telegraph or telephone, and to the first section employees passed. Notice of such fire shall also be given immediately by a system of warning whistles, or by such other method as may be approved by the Board.

(*b*) It shall be the duty of the Superintendent, or agent, or person so informed to notify immediately the nearest forest officer and the nearest section employees of the railway, of the existence and location of such fire.

(*c*) When fire is discovered, presumably started by the railway, such sectionmen or other employees of the railway as are available shall, either independently or at the request of any authorized forest officer, proceed to the fire immediately and take action to extinguish it: Provided such sectionmen or other employees are not at the time engaged in labours immediately necessary to the safety of trains.

(*d*) In case the sectionmen or other employees available are not a sufficient force to extinguish the fire promptly, the railway company shall, either independently or at the request of any authorized forest officer, employ such other labourers as may be necessary to extinguish the fire; and as soon as a sufficient number of men, other than the sectionmen and regular employees, is obtained, the sectionmen and other regular employees shall be allowed to resume their regular duties.

(*e*) The provisions of this section shall apply to all fires occurring within 300 feet of the railway track, unless proof shall be furnished that such fires were not caused by the railway.

15. That every such railway company give particular instructions to its employees in relation to the foregoing regulations and cause such instructions to be posted at all stations, terminals, and section houses along its lines of railway. In case said instructions are not also carried in employees' time tables during said prescribed period, or in "operating" and "maintenance of way" rule books, they shall, previous to April 1st of each year, be reissued to all employees concerned, in the form of special instructions. The Chief Operating Officer or the Chief Fire Inspector, as the case may be, may waive the above

requirements in whole or in part as to lines or portions of lines where, in his judgment, the fire danger is not material.

16. That every such railway company allowing or permitting the violation of, or in any respect contravening or failing to obey any of the foregoing regulations, be subject, in addition to any other liability which the said company may have incurred, to a penalty of one hundred dollars for every such offence.

17. That if any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.

18. That the Board may, upon the application of any railway company or other party interested, vary or rescind any order or direction of the Chief Fire Inspector, made pursuant to the provisions of this Order.

F. B. CARVELL,
Chief Commissioner

OTTAWA, April 19, 1922.

GENERAL ORDER No. 363

In the matter of the application of the Canadian Freight Association, on behalf of the railway companies subject to the jurisdiction of the Board, under section 322 of the Railway Act, 1919, for approval of a proposed Supplement No. 19 to the Canadian Freight Classification No. 16, containing certain increased, reduced, and additional ratings, on file with the Board under file No. 19367.132:

Whereas notice has been given by the railway companies in the *Canada Gazette*, as required by section 322 of the Railway Act, 1919, and to the mercantile organizations enumerated in the General Order of the Board No. 153, dated November 4, 1915, the proposed changes having been considered at a conference of the representatives of the Grand Trunk and Canadian Pacific Railway Companies, the Canadian National Railways, the Canadian Manufacturers' Association, and the Montreal and Toronto Boards of Trade, held at Montreal on the 28th day of March, 1922, when various objections filed with the Board were considered, and the proposed changes agreed to, modified, or eliminated; and upon the consideration of what has been filed, and the report and recommendation of the Assistant Chief Traffic Officer of the Board,—

The Board orders: That the proposed Supplement No. 19 to the Canadian Freight Classification No. 16, as finally revised and submitted for approval by G. C. Ransom, chairman of the Canadian Freight Association, by his letter dated April 13, 1922, and as amended by his letter dated May 1, 1922, be, and it is hereby, approved.

F. B. CARVELL,
Chief Commissioner

OTTAWA, May 10, 1922.

GENERAL ORDER No. 364

In the matter of the application of the Canada Cement Company, Limited, for rates on agricultural limestone from Belleville, Ontario, on the same basis as those in effect from Beachville and Kirkfield, Ontario:

File No. 26786.6

Upon hearing the application at the sittings of the Board held in Ottawa, May 18, 1920, the applicant company, the Canadian Freight Association, the Grand Trunk and Canadian Pacific Railway Companies, and the Canadian National Railways being represented at the hearing, and what was alleged; and upon reading the further submissions filed, and the report of its Assistant Chief Traffic Officer,—

The Board orders: That all railway companies subject to the jurisdiction of the Board file tariffs, to become effective not later than June 15, 1922, showing the following mileage scale, to apply on agricultural limestone or stone dust east of Port Arthur, Fort William, and Armstrong, in lieu of the specific commodity rates or mileage scale now in effect, namely:—

Miles	Rates in cents per 100 pounds
Not over 10	5
Over 10 not over 20	5½
Over 20 not over 30	6
Over 30 not over 40	6½
Over 40 not over 50	7
Over 50 not over 60	7½
Over 60 not over 70	8
Over 70 not over 80	8½
Over 80 not over 90	9
Over 90 not over 100	9½

Over 100 miles to 300 miles, the rates to be increased one-half cent per 100 pounds for each group of 25 miles. Over 300 miles, the rates to be increased one cent per 100 pounds for each group of 50 miles.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, May 23, 1922.

GENERAL ORDER No. 365

In the matter of Section 345 of the Railway Act, 1919, and the regulations approved thereunder by General Order of the Board No. 290, dated April 12, 1920.

File No. 496.38

Whereas the said section 345 provides, *inter alia,* for the making of periodical returns, duly verified by affidavit, to the Board in respect of the carriage of traffic at free or reduced rates under the Act, issued by companies within the legislative authority of the Parliament of Canada; and that it shall be the duty of the Board to examine such returns with a view to seeing that the law has been observed;

And whereas, for the year 1920 alone, the Board agreed that it would not, during the transitional period involved, require details of persons to whom the railway companies issued transportation in the classes of the railways, known as officers, agents, or former employees, officers, agents, or employees of other railway or transportation companies, and the Governor General's staff; but that

as to all other classes of persons, the railway companies must give the individual names, with such description as to place the Board in a position to investigate them, if necessary;

And whereas certain of the railway companies, subject as aforesaid to the jurisdiction of the Board, have failed to make the returns so required by the Act—

The Board therefore orders as follows:—

1. (*a*) That all railway companies in default in filing details of returns as provided by the Act, for 1920, not excepted by the Board as above set forth, be, and they are hereby, required to file such details not later than the first day of October, 1922.

(*b*) That all railway companies file, not later than October 1, 1922, complete returns called for by the Act, for 1921

(*c*) For the year 1922, the filing to be as follows, for the periods set out: The return for the period January to June, 1922, is to be filed by October 1, 1922; for July to September is to be filed by November 1, 1922; and October to December 31 is to be filed by February 1, 1923.

(*d*) For the year 1923, the filings are to be: January to March, 1923, by May 1, 1923; April to June, by August 1, 1923; July to September, by November 1, 1923; and October to December 31, by February 1, 1924.

2. That the returns thereafter be made quarterly on the same monthly dates as directed in paragraph (*d*) of section 1 of this order.

3. That all railway companies failing to comply with the requirements of this order be, and they are hereby, made subject to a penalty of $100 a day for every day in which a railway company shall be in default in filing such return in accordance with this order.

4. That all railway companies in default in filing returns in respect of which the specific date is set out in the regulations as approved by the said General Order No. 290, for the year 1922, be, and they are hereby, required to file the same not later than October 1, 1922, and thereafter on or before the 1st day of January for each succeeding year.

5. Every such railway company shall be subject to a penalty of $100 a day for each violation of the said regulations.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, June 26, 1922.

GENERAL ORDER No. 366

In the matter of the freight tolls, 1922.

File Nos. 30531, 30685, 30686, and 30686.2

Upon hearing the matter at the sittings of the Board held in Vancouver, April 7 and October 17, 18, 19, and 20; Victoria, April 11; Kamloops, October 26; Nelson, April 15 and October 29; Calgary, April 18 and October 31; Edmonton, April 20 and November 2; Saskatoon, April 21 and November 3; Regina, April 22 and November 4; Brandon, April 23; and Winnipeg, April 25 and November 8; respectively, 1921; and in Halifax, January 17; St. John, January 19, and Ottawa, February 15, 16, 17, 20, 21, and 22, and March 13 to 30, respectively, 1922, in the presence of counsel for and representatives of the provinces of Nova Scotia, New Brunswick, Manitoba, Saskatchewan, and British Columbia, the Maritime Board of Trade, the Boards of Trade of Halifax,

Montreal, Toronto, Sault Ste. Marie, Winnipeg, Calgary, Nelson, Lethbridge, Edmonton, the Canadian Manufacturers' Association, the Railway Association of Canada, Canadian Lumbermen's Association, Limited, Canadian Retail Coal Dealers' Association, Dominion Millers' Association, United Farmers of Manitoba, United Farmers of Alberta, United Grain Growers, Saskatchewan Grain Growers' Association, Wholesalers' Association of Calgary, Western Canada Live Stock Union, Canadian Aberdeen Angus Association, Amherst Foundry, J. W. Cunningham Company, Stetson Cutler and Company, Saskatchewan Co-operative Elevator Company, W. Malcolm McKay, Limited, Northern Foundry and Machine Company, the Canadian Pacific and Grand Trunk Railway Companies, and the Canadian National Railways, and what was alleged at the hearings, judgment, dated June 30, 1922, was delivered by the Board, a certified copy of the said judgment being attached hereto marked "A",—

The Board Orders: That all railway companies operating steam railways, subject to the jurisdiction of the Board, be, and they are hereby, required forthwith to file tariffs giving effect to the rates prescribed and authorized by the said judgment, which is hereby made part of this order; the effective date of the said rates to be August 1, 1922.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, June 30, 1922.

Re Freight Tolls, 1922

Files Nos. 30531, 30685, 30686, and 30686.2

BY THE BOARD:

Shortly after the promulgation of General Order No. 308 of this Board, being the order providing for the general rate increases known as the Thirty-five and Forty Per Cent Case, effective September 13, 1920, various bodies, among them the province of Manitoba, appealed to the Privy Council asking that the said order be rescinded for various reasons set forth by the appellants. The matter was heard by the Privy Council, and, on the 6th day of October, 1920, by P.C. No. 2434, His Excellency in Council dismissed the appeal, but, in doing so, stated as follows:—

> "What constitutes a fair and reasonable rate should now be arrived at without reference to the requirements of the Canadian National System and your committee recommends that the order in this case be referred back to the Board to be corrected in its findings in such manner as to determine what are fair and reasonable rates without taking into account at all for the time the order shall be in effect, the requirements of the Canadian National System.
>
> "Very strong representations were made at the argument on appeal to the effect that the order continued and indeed intensified an unjust discrimination in rates, it being claimed that higher freight rates prevail generally in Western Canada, that is west of Fort William, then prevail in Eastern Canada, that is east of Fort William. It was strongly urged that the reasons, whatever they may have been, for this differential no longer exist, and that as a matter of public policy the principle of equalization of rates East and West should now be recognized. On the other hand, it was urged that the competition arising out of lake and river transportation as well as out of lower competitive rates on Eastern United States lines compelled a somewhat lower scale in Eastern Canada than in Western Canada. Whether or not these reasons now

obtain in any substantial degree is a question which requires minute and expert investigation such as can be best conducted by the Railway Commission itself and not by Your Excellency's advisers, but the committee is strongly impressed with the very great desirability of bringing about with the least possible delay equalization of Eastern and Western rates.

"The Committee of the Privy Council therefore further recommend that as conditions have probably changed materially in recent years tending more and more to make equalization practicable, an inquiry by the Board be directed to be held at the earliest date with a view to the establishment of rates meeting to the utmost extent possible the above requirement as to equalization."

The Board thereupon started an investigation, primarily to ascertain whether or not conditions had changed as suggested by the Order in Council and as to whether the difference in rates, if any, thus existing in a general way between Eastern Canada and Western Canada amounted to undue discrimination against Western Canada.

The first sittings was held at Ottawa on the 22nd day of November, 1920, when it was arranged that the Board would hold sittings in Western Canada in the early spring, and, in pursuance thereof, sittings were held in all the principal cities of Western Canada in the month of April, 1921, again in the months of October and November, 1921, and the final argument took place in Ottawa in the months of February and March last.

Very shortly after arrangements were made for such hearings, application was made by representatives of the provinces of New Brunswick, Nova Scotia, and Prince Edward Island alleging that they were unfairly treated in that the arbitraries over Montreal, which they had enjoyed for many years prior to 1916, had been either abolished or materially increased, and asked that the old arbitraries be re-established.

Then the province of British Columbia applied for the elimination of the Mountain scale of rates as applied to that Province, asking that the Prairie scale be extended through to the Pacific coast.

At a later date, application was made by the Lumber Association of Canada and allied interests for a general reduction in the rates upon lumber commodities.

There have also been applications before the Board by the Board of Trade of the city of Sault Ste. Marie and other business interests thereof for the extension of schedule A rates from Sudbury to Sault Ste. Marie, and, finally, an application by the Commercial Travellers' Association of Canada alleging that the 20 per cent increase upon excess baggage provided for by General Order No. 308 should have been eliminated when passenger rates went back to normal on the 1st day of July, 1921, claiming that the excess baggage rate is based upon passenger rates and, therefore, when the passenger rates were reduced, the same principle should be applied to excess baggage.

In addition to this, we have had scores of applications from individuals, corporations, and municipalities asking for a reduction of rates either generally or upon the traffic in which they were respectively interested.

No reference is made herein to the application of the fruit growers of Nova Scotia and the potato growers of the Maritime Provinces for a reduction in the export rate on their commodities, as these rates were increased, not by General Order No. 308, but by General Order No. 303, effective August 26, 1920, and we understand the railway companies have already filed tariffs, effective July 1, reducing these rates by 10 per cent in accordance with the like reductions in the United States under the recent General Order of the Interstate Commerce Commission.

By the terms of General Order No. 308, all increases therein provided for cease to exist on the 1st day of July, 1922, because of the fact that the amendment to section 325 of the Railway Act, 1919, which had the effect of postponing the coming into effect of the Crowsnest pass legislation for three years, expires on the 6th day of July next. Shortly after Parliament opened in March last, the question of the further extension of the coming into operation of the Crowsnest pass legislation was referred to a Special Committee of the House, which has reported, and legislation based thereon has been enacted, being Bill No. 206, which, in effect, provides for the suspension of the operation of the Crowsnest pass legislation for a further period of one year upon all rates and schedules mentioned therein with the exception of grain and flour, the rates upon which latter products on and after the 6th day of July, 1922, shall be those provided for in the original legislation, being Chapter 5 of the Statutes of 1897, and also providing that His Excellency the Governor General in Council may extend the provisions of the said Act for an additional term of one year, if, in their judgment, it is considered advisable to do so.

COMPARISON OF CANADIAN AND UNITED STATES FREIGHT RATES

It is considered advisable at this stage to give a comparison of the general rate structures of Canada at present as compared with the rate structures of the United States as they will be on and after the 1st day of July next, because, on account of the great similarity between railway operations and business conditions in the two countries as well as the very large volume of international traffic, it is well to know as nearly as possible the exact relationships of the rate structures of both countries.

Two or three years ago, and before the general increase in rates in the United States authorized by the Interstate Commerce Commission under Ex Parte 74, effective August 26, 1920, a careful comparison was made between the general level of freight rates in Canada and the United States which showed, having regard to all the controlling conditions, that the general level was slightly in favour of the Canadian shipper.

Freight rates in Canada were not increased during the first four years of the war, but in 1918 and 1920 it was necessary, not only in Canada, but in other countries as well, to materially increase freight rates, so as to enable the privately-owned railways, but not in full measure, to meet their advancing operating costs which had increased by leaps and bounds and in a manner entirely without precedent or parallel. The wage increases in 1918 and 1920, coupled with the increased cost of coal and other materials and supplies, resulted in such increases in railway operating costs that a substantial increase in freight rates was inevitable.

Notwithstanding that the employees of the Canadian railways were granted increases in wages equal to those in the United States and that increased costs and war conditions bore even more heavily upon railway conditions in Canada than in the United States, the increase in rates as authorized by this Board did not bear as heavily on the Canadian public as the increase authorized in the United States by the Interstate Commerce Commission, as will be clearly evidenced by the following.

These general increases, commonly known as the forty per cent increases, although in fact they averaged appreciably under that figure, became effective in the United States on the 26th day of August, 1920, and in Canada on the 13th day of September, 1920. There has been no general decrease in freight rates authorized in the United States since August 26, 1920, although there will be a general decrease of 10 per cent effective July 1, 1922. On the other hand, the increased rates effective September 13, 1920, in Canada, were subject to a

general decrease of 5 per cent January 1, 1921, and a further general decrease of 10 per cent December 1, 1921. The situation is illustrated below, taking in each case for simplicity of illustration, a rate of $1 per 100 pounds:—

CANADA

—	Rate prior to Sept. 13, 1920	Effective Sept. 13, 1920. Rate increased to	Effective Jan. 1, 1921. Rate decreased to	Effective Dec. 1, 1921. Rate decreased to
	$ cts.	$ cts.	$ cts.	$ cts.
East	1 00	1 40	1 35	1 25
West	1 00	1 35	1 30	1 20

INTERTERRITORIAL TRAFFIC

Percentage of increase in rates within territories east and west of Port Arthur applied to the east and west factors thereof respectively.

UNITED STATES

—	Rate prior to Aug. 26, 1920	Effective Aug. 26, 1920. Rate increased to	Effective July 1, 1922. Rate decreased to
	$ cts.	$ cts.	$ cts
Eastern Group	1 00	1 40	1 26
Western Group	1 00	1 35	1 21½
Southern and Mountain Pacific Groups	1 00	1 25	1 12½
Inter-territorial Traffic	1 00	1 33⅓	1 20

Further, under this Board's General Order 308, September 9, 1920, the railways were prohibited from increasing rates on—

Crushed stone, sand, and gravel.
Minimum class rate scale.
Minimum charge per shipment.
Switching, interswitching, milling-in-transit, diversion, reconsignment, stop-overs, demurrage, weighing, etc.

The increase allowed in rates on cordwood, slabs, edgings and mill refuse for use as fuel was limited to 10 per cent.

The increase in coal rates was limited as follows:—

In rates 0 to 80 cents per ton, 10 cents.
In rates 80 to 150 cents per ton, 15 cents.
In rates over 150 cents per ton, 20 cents.

In the United States, under Ex Parte 74, July 29, 1920, there was no similar limitation with respect to rates on crushed stone, sand, gravel, and coal, and they were subject to the same percentage increases as authorized for other traffic; further, the percentage increase applicable in the group where service is performed was made in the charges for switching, transit arrangements, weighing, diversion, reconsignment, lighterage, floatage, storage (not including track storage), and transfer, while no increases for these services were allowed in Canada.

The coal traffic is, of course, a very large and important movement, and the following illustrations show what the limitation in Canada meant as compared with the percentage increase in the United States. The increases allowed were:—

In Canada Effective Sept. 13, 1920	In United States effective Aug. 26, 1920		
	Eastern Group	Western Group	Southern and Mountain Pacific Group
	per cent	per cent	per cent
In rates 0 to 80 cts. ton—10 cts. per ton	40	35	25
In rates over 80 to 150 cts. ton—15 cts. per ton	40	35	25
In rates over 150 cts.—20 cts. per ton	40	35	25

To illustrate:—

—	In United States			In Canada
	East	West	South and Mountain Pacific	
	cts.	cts.	cts.	cts.
A rate of 80 cts. per ton became	112	108	100	90
A rate of 150 cts. per ton became	210	203	188	165
A rate of 300 cts. per ton became	420	405	375	320

Under the reduction in rates in the United States to become effective July 1, 1922, the situation will be:—

Where rate prior to 1920 increase was	In United States July 1, 1922			In Canada Aug. 1, 1922, on Anthracite	In Canada Aug. 1, 1922 on all other coal
	East	West	South and Mountain Pacific		
	cts.	cts.	cts.	cts.	cts.
80 cents per ton now becomes	101	97	90	90	80
150 cts. per ton now becomes	189	182	169	165	150
300 cts. per ton now becomes	378	365	338	320	300

Subsequent to the general increase in 1920, there have been a large number of substantial reductions in Canada between various points on different commodities. In Canada, among the more important reductions made by the railways, were the grain rates from Fort William and Lake ports to the Atlantic seaboard and Eastern Canada; on live stock on which a reduction of approximately 25 per cent was made in July, 1921, from the rates effective September, 1920; on hay in Eastern Canada; on lumber from the Pacific coast to eastern points; on wool and hides from western to eastern points, etc., etc.

In the United States a reduction in carload rates on grain, grain products, and hay in the western and Mountain-Pacific groups became effective in January, 1922; rates on live stock in the same groups in excess of 50 cents per 100 pounds were reduced 20 per cent, but not below 50 cents in October, 1921; and carload rates upon products of the farm, garden, orchard, and ranch were reduced 10 per cent in January, 1922. These are the only three instances where reductions

were made covering the entire country, or the whole of any one or more rate groups, since the increases of 1920 became effective. These rates are not being further reduced in the United States July 1, 1922.

COMPARISON BETWEEN CANADIAN AND UNITED STATES PASSENGER FARES

Immediately prior to August 26, 1920, the standard passenger fare in the United States was 3 cents per mile.

On August 26, 1920, the Interstate Commerce Commission authorized an increase of 20 per cent in all passenger fares, with a standard of 3·6 cents per mile. An increase or surcharge of 50 per cent was allowed in sleeping and parlour car fares, an increase of 20 per cent in excess baggage rates, and 20 per cent increase in rates for the carriage of milk in baggage cars, all effective on the same date.

In Canada, prior to September 13, 1920, the standard passenger fare east of and including McLeod, Calgary, and (Wolf Creek) Thornton, Alberta, was 3·45 cents per mile; west of these points, 4 cents per mile.

By general order of the Board No. 308, the passenger fares were increased by 20 per cent, subject to a maximum of 4 cents per mile. The order did not, therefore, increase passenger fares in British Columbia. An increase of 50 per cent was also allowed in parlour and sleeping car fares, and 20 per cent in excess baggage charge, but no increase was allowed in the rates for the carriage of milk in baggage cars.

On January 1, by the same order, the standard passenger rate east of McLeod, Calgary and Thornton was reduced to 3·795 cents per mile, and on July 1, 1921, the standard passenger fare reverted to 3·45 cents per mile.

On December 1, 1921, the increase or surcharge in parlour and sleeping car fares was reduced to 25 per cent over those in effect prior to September 13, 1920.

Comparison of rates in Canada and in the United States at present is as follows:—

PASSENGER FARES

United States—		
All territory	Standard	3·6 cts. per mile
Canada—		
East of McLeod, Calgary and Thornton	Standard	3·45 cts. per mile
West of above territory	Standard	4 cts. per mile

SLEEPING AND PARLOR CAR FARES

United States	Surcharge of 50 per cent
Canada	Surcharge of 25 per cent

EXCESS BAGGAGE CHARGE

United States	20 per cent increase
Canada	20 per cent increase

MILK IN BAGGAGE CARS

United States	20 per cent increase
Canada	No increase

BASIC COMMODITY REDUCTIONS

At the hearings by the Special Committee of Parliament above referred to, both the Canadian Pacific Railway and the Canadian National Railways proposed that, outside of the question of the rates on grain from the Prairie Provinces to the head of the lakes, any decreases in freight rates in Canada should be confined to what they called "basic commodities," and, in the reference to the subject as found on page 47 of the Reports of the Special Committee,

Mr. Beatty, President of the Canadian Pacific Railway Company, states as follows:—

> "It was apparent, however, that in 1921 certain industries felt the depression much more severely than others, and it was the opinion of the railway executives both in Canada and the United States, an opinion which, I think, is shared by the United States Government as expressed by the testimony of the Secretary of Commerce, Mr. Hoover, before the Interstate Commerce Commission, that inasmuch as the reductions were a matter of relief they should be first extended to those industries which most needed it. It was felt that more effective relief would be accorded in this way and that it would bear less heavily on the companies' revenues because of the exclusion from the reductions of numerous commodities in which the railway rate played a very small part. If the matter were one depending on the judgment of the railways, this method would be followed if the Railway Commission approved."

Mr. Beatty furnished the following list of basic commodities on which he thought reductions should be made; grain and grain products, forest products, coal, building material, brick, cement, lime, plaster, potatoes, fertilizer, ores, wire, rods, and scrap iron, to which, later on, were added pig-iron, blooms, and billets. The same list was afterwards approved by the Canadian National Railways.

In the Report of the Special Committe to the House above referred to, it was stated as follows:—

> "Basic commodities which may be afforded reductions should have the earliest possible consideration by the Board of Railway Commissioners."

While the recommendation of the committee is to be treated with respect, it is not binding in law upon this Board, it is arguable that in revising rates, the logical method to pursue is to redress antecedent necessary percentage increases by subsequent percentage decreases, thus minimizing the inequalities which the percentage increases had accentuated. As a matter of emergency action, however, revisions may be made on basic commodities in so far as is possible, consistently with other conditions now existing.

At a later sitting of the committee, both the Canadian Pacific and the Canadian National Railway Companies suggested that, in lieu of the coming into effect of the Crowsnest Pass Agreement, the following percentage reductions from present rates should be made upon these basic commodities, viz.:—

Grain and grain products west of Fort William	20 per cent
Forest products	20 per cent East, and 16·66 per cent West.
Coal, exclusive of anthracite coal and coal from Fort William— Reductions specific. Rates 0 to 80 cts. per ton—reductions 10 cts. per ton over 80 cts. to $1.50 per ton—reductions 15 cts. per ton over $1.50 per ton—reductions 20 cts. per ton	
Building material—brick, cement, lime, and plaster	Western Lines 16·66 per cent Eastern Lines 20 per cent
Potatoes	
Fertilizers (other than chemicals)	
Ores	
Pig-iron	
Blooms	
Billets	
Wire rods	
Scrap iron	

This proposal was not adopted by either the committee or the House as proposed, but, as before stated, the rates on grain and flour from the western provinces to the head of the lakes were reduced to the original Crowsnest Pass

basis, and the question now arises as to what percentage of reduction the Board can reasonably grant upon these specific commodities under the changed conditions above referred to.

At a hearing of the Special Committee on the 20th day of June instant, Mr. Lanigan, Freight Traffic Manager for the Canadian Pacific Railway Company, filed a statement showing what would be the reduction in the revenues of that company if the offer above referred to had been accepted, as follows:—

STATEMENT FILED BY MR. LANIGAN - CANADIAN PACIFIC RAILWAY—BASIC COMMODITIES

Grain and grain products	$ 5,354,139
Forest products	1,765,147
Coal, exclusive of anthracite and coal from Fort William	476,619
Potatoes	115,358
Building material—brick, lime, cement, plaster	353,415
Fertilizers (other than chemical)	18,621
Pig iron, billets, blooms, wire rods, and scrap-iron	132,466
Ores	122,704
	$ 8,338,469
International and interstate traffic, 10 per cent	2,220,000
Grand total	$ 10,558,469

This showed a total, not including reductions on international traffic, of $8,338,469, and, of this amount, $5,354,139 was the estimated reduction on grain. Taking this from the total reduction leaves a balance of $2,984,330 to be distributed among the other commodities. By the legislation hereinbefore referred to granting the Crowsnest Pass rates on grain as therein provided, according to the evidence of Mr. Beatty, as recorded on page 46 of the Reports of the Special Committee, assuming the grain traffic of the Canadian Pacific Railway to be the same as in 1921, the adoption of the Crowsnest rates would reduce their revenue by $7,159,537, which taken from the sum of $8,338,469 would leave $1,178,932 still available for reduction in rates on the above list of basic commodities, and the Board, after very careful investigation, has concluded that this would be represented by a reduction of 7½ per cent on the rates now in existence on these basic commodities, less than the increases authorized by General Order No. 308, not, however, including therein any reductions heretofore made upon any of the said commodities upon domestic rates in Canada. This would leave increases on these commodities above the basis of September, 1920, at 12½ per cent in Western Canada and 17½ per cent in Eastern Canada.

This reduction of 7½ per cent, however, should not apply to coal other than anthracite, which was not increased on a percentage basis, but by flat rates as hereinbefore particularly described, and, therefore, it is felt that all the increases on coal other than anthracite granted by the Board by General Order No. 308 should cease and the rates go back to those immediately preceding the 13th day of September, 1920. This reduction, however, not to apply to coal from head of lakes ports westbound.

These reductions in the revenues of the Canadian Pacific Railway together with reductions in international rates and those hereinafter provided for will amount to more than eleven million dollars per year, and, considering that the net revenue for that company for the first five months of 1922 shows a falling-off of $2,393,000 as compared with the same months for 1921, the Board does not feel justified in going further in the direction of rate reductions.

The Canadian Pacific Railway figures are given above as this company is taken as the standard in rate discussions. An examination, however, of the Canadian National figures, while showing some improvement over 1921, shows a deficit in operating alone for the first four months of 1922 of $6,945,000, the

only bright spot in the whole situation being the Grand Trunk, which shows a gain of $2,591,000 for the first five months of 1922 as compared with the like period of 1921.

MARITIME PROVINCES

With regard to rates between Maritime Province points and stations west of Montreal, the earliest record is from a tariff published by the Grand Trunk in 1874, naming rates from territory west of Montreal to St. John and Halifax, which applied only via Portland and steamer, and were exclusive of marine insurance. From Toronto, the rates in this tariff were:—

To		Classes			
		1	2	3	4
			Cents per 100 lbs.		
St. John, N.B.	S.	100	84	67	50
	W.	106	89	71	51
Halifax, N.S.	S.	100	84	67	50
	W.	110	93	74	55

S—Summer rate
W—Winter rate

These rates are simply given as a matter of historical information, and, of course, play no part in the question as at that time the all-rail route via Rivière-du-Loup was not in existence.

Following the opening of the all-rail route, the rates between Maritime Province points and territory west of Montreal were constructed by the addition to the Montreal rate of a scale of arbitraries. The earliest record is a tariff of 1891-1894, showing the following rates:—

	Classes		Arbitrary over Montreal	
	1	5	1	5
	cts.	cts.	cts.	cts.
Toronto to Montreal	50	25	.....	.....
Toronto to St. John	80	40	30	15
Toronto to Halifax	86	43	36	18

The record is not clear between 1894 and 1900 because the organization of this Board was only completed in 1904, and all tariffs then in effect were filed by the railways in that year. However, from 1900 to 1916, the arbitraries over Montreal were:—

To	Classes	
	1	5
	cts.	cts.
St. John	20	10
Halifax	22	11

These arbitraries were, of course, advanced along with all other rates, arbitraries, or proportionals under the various subsequent rate changes, and the situation is shown in the following tabulation:—

	Arbitraries over Montreal			
	St. John Classes		Halifax Classes	
	1	5	1	5
1891-1894	30	15	36	18
1900-1916	20	10	22	11
Dec. 1, 1916	24	12	26	13
Mar. 15, 1918	27½	14	30	15
Aug. 12, 1918	34	17½	37½	19
Sept. 13, 1920	47½	24½	52½	27
Jan. 1, 1921	45½	23½	50½	25½
Dec. 1, 1921	42½	21½	47	23½

The Toronto-St. John rate provides the key to the entire situation so far as relates to the freight rate structure between Maritime Province points and Ontario territory, as the rates to and from the other Ontario groups are related to the Toronto rate, as fixed by the Board in the International Rates Order, and at the other end St. John is the pivotal point, the other groups bearing a fixed relation thereto. This system of ratemaking between the territories in question was in effect long before the creation of the Board and has since been carefully considered, particularly in the Eastern Rates Case in 1916, more extended reference to which is contained in the judgment in that case; it is an integral part of the whole class rate structure in Eastern Canada and could not be changed without involving disturbance of the entire rate fabric in this territory. As the class rate structure in Eastern Canada is not being disturbed at this time no change should be made in these arbitraries.

With reference to rates between Eastern Canada and points west of Fort William, a different situation is found to exist. Instead of territorial groupings in Ontario, as in the case of the rates between Ontario and the Maritime Provinces, the rates are blanketed to and from the whole territory Montreal to Windsor and Sarnia, inclusive, Sudbury to Niagara Falls, all intermediate points and all lateral lines. The reason is apparent—the water lines operate from Montreal, calling at intermediate points to Sarnia, at a common rate to the Head of the Lakes, while the westernmost points, such as Sarnia and Windsor, can reach St. Paul and thence western Canadian points with a short mileage via Chicago. From and to points east of Montreal it has been the practice to add an arbitrary to the Montreal rate. Montreal, through its geographical situation at the head of ocean navigation and as the terminal of the western river and lakes routes, is a natural breaking point. This group with its blanket rate takes in a large area—Montreal to Windsor, 555 miles—Montreal to Sudbury, 444 miles—Niagara Falls to Sudbury, 337 miles—Windsor to Sudbury, 480 miles. The distance from Montreal, the most easterly point, to Fort William, the head of lake navigation and the rate-breaking terminal between Eastern and Western Canada, is 997 miles. From Windsor, the most westerly point, the distance is 1,032 miles. While, of course, the blanket rate covering this territory is justified by the governing conditions outlined, points east of Montreal are put to an undue disadvantage in comparison by the addition to the Montreal rate of a scale of arbitraries that does not indicate an equitable continuation of a long haul rate.

Take, for instance, St. John, N.B., to Toronto, Ontario, a distance of 810 miles, split up St. John, N.B., to Montreal, 466 miles, and Montreal to Toronto

334 miles (C.P.R.), rate St. John to Toronto $1.25½ first class, Montreal to Toronto, 83 cents, difference east of Montreal 42½ cents per 100 pounds. Rate Montreal to Winnipeg, 1,417 miles $2.67½, first class, rate St. John to Winnipeg, 1,885 miles, $3.08½, difference east of Montreal, 41 cents. In other words, the difference over Montreal for the long haul to Winnipeg is practically the same for a haul of 1,885 miles as for a haul of 810 miles. This does not indicate the tapering of a through rate that a long haul justified and is due to the application of a system of rate arbitraries.

The rate from Montreal to Winnipeg is made upon an arbitrary from Montreal to Fort William of $1.39½, first-class, plus the regular first-class rate from Fort William to Winnipeg of $1.28. The regular first-class rate Montreal to Fort William is $1.99½. This shows that effect has been given to the tapering process on a long haul by the addition of a reduced rate arbitrary east of Fort William to the full rate beyond. This process should not stop at Montreal. The first class arbitrary Montreal to Fort William of $1.39½ for 997 miles is represented on the Eastern Schedule a mileage scale by a distance 450 to 475 miles, $1.40, first-class, or in other words, by a constructive mileage roughly equivalent to one-half the actual distance. The differences over Montreal should be blanketed by natural divisions, *i.e.*, on group Montreal to Megantic, Que., a second, Megantic to St. John, N.B., and the differences should not exceed these that would exist under Schedule A were the actual mileage east and south of Montreal treated in the same manner as that between Montreal and Fort William, thus the Megantic group would be 12 cents per 100 pounds, first-class, and 6 cents fifth-class, over the Montreal arbitrary of $1.39½, while St. John would be 24 cents, first-class, and 12 cents, fifth-class, and Halifax 28 cents, first-class, and 14 cents fifth-class, and other Maritime groupings proportionately.

While this Board has no jurisdiction over the Intercolonial and Transcontinental Railways, yet, if this principle were adopted on those roads, then, as Quebec, a distance of 1,352 miles from Winnipeg via the Transcontinental Railway, takes the Montreal rate of $2.67½, first-class, Moncton would naturally take the same arbitrary (as it is to-day) over Quebec rates as St. John, N.B., takes over Montreal rates.

The St. John gateway provides via Canadian Pacific Railway the short mileage to Montreal; from Halifax and other points this route and gateway should be maintained to shippers (with the option of Ste. Rosalie) so that the advantage of the short constructive mileage of the Canadian Pacific Railway will continue to function as a rate factor.

These arbitraries over Montreal, first-class, should be scaled down on the usual relation between classes 1 to 10, and where commodity rates are published will apply as maxima over Montreal at the class of the commodity so treated.

APPLICATION OF SAULT STE. MARIE BOARD OF TRADE

Schedule A was established as a result of the *International Rate Case*.

Application was made at the recent hearings, on behalf of the Sault Ste. Marie Board of Trade, asking that the northwestern boundary of the territory in which Schedule A applied should be extended to include the Soo branch to the city of Sault Ste. Marie. The representative of the Board of Trade stated that he understood that the limits were Parry Sound and North Bay.

In the discussion which took place, it was understood that while North Bay had been provided for in the original order, the territory had been extended to cover Sudbury. It appears from checking the rates that an error crept in and that Sudbury is not enjoying the full advantage of the Schedule A rates.

The Schedule A rates equalized certain conditions of water competition and American rail competition. Sault Ste. Marie which is making the application is a water competitive point. It appears from checking the rates that both Sudbury and Sault Ste. Marie have to a modified extent been given the advantage of the Schedule A rates. What has been done has been to give the advantage of the Schedule A rates to North Bay. This is something available under the tariff. Then for the mileage beyond North Bay to Sudbury and to Sault Ste. Marie there has been given an arbitrary rate for the additional mileage, which is less than the full Schedule A rates would be for the same mileage; that is to say, what is done is not to give Schedule A rates on the through mileage but Schedule A rates on the mileage to North Bay and less than Schedule A rates on the mileage beyond.

As already stated the reduction is arbitrary. The tariffs do not disclose any exact percentage reduction.

On consideration of the evidence submitted by the applicant and in view of the fact that the Schedule A territory has been extended to cover Sault Ste-Marie in the way above indicated, it would appear to be justifiable to make provision for Schedule A rates applying as requested, but basing this on the through mileage.

A similar adjustment should be made to Sudbury.

Such additional mileage on the Schedule A scale as is necessary to cover the extension should be provided for.

MOUNTAIN RATES—BRITISH COLUMBIA

The judgment in the *Western Rate Case* set out that initial construction and railway operation through the mountains were much more expensive than operation on the prairies. It was set out that "some differences in rates at the present time are not only justifiable but necessary. It is not contended, on behalf of British Columbia, that operation through the mountains is not much more expensive." The judgment held that these higher costs could not be "smeared" over the system so that British Columbia would have the same rates as those applying to the Prairie Provinces.

In the present application, various additional contentions were advanced. Emphasis was laid upon the implications alleged to arise from the steps culminating in confederation.

What is involved in this is somewhat analogous to what was involved in *Attorney-General for British Columbia vs. Can. Pac. Ry. Co., 346*, in which it was held that under the terms of the contract with the Dominion Government for the construction of the Canadian Pacific Railway, dated October 21, 1880, Schedule to 44 Victoria, chapter 1, the only party who could make any complaint as to their non-observances was the Government of Canada.

Reference was also made to the alleged better climatic conditions existing in British Columbia as affects operating; and there was also set out the conditions which it was contended should be considered as a result of the construction of the Canadian Northern Pacific.

It does not appear necessary to develop the question as to what implications, if any, are to be deduced from the finding regarding the Canadian National, as set out in the Privy Council Order following the appeal from the Board's decision in the so-called "Forty Per Cent Case." It would appear that the opinion of the late Chief Commissioner Mabee, which was quoted with approval in the Western Rate Case by the then Chief Commissioner, Sir Henry Drayton, is applicable here. The opinion in question is: "The question for us to decide is what rates are fair irrespective of how much any company is worth or is not worth."

In view of what is said herein as to the controlling effect of water and United States rail competition in the portion of Canada east of the Great Lakes, the rates there existing cannot be taken as the necessary proper measure of what the British Columbia rate should be.

Under the *Western Rate Case*, a basis of 1½ for 1 was adopted on the Pacific standard tariff. This, with the appropriate mileage grouping in the tariffs applicable, worked out on the average 30 per cent over the prairie standard. From 80 to 85 per cent of the British Columbia traffic is carried on commodity rates. In so far as these commodity rates are based on percentages of the standard rates, the effects of the standard rate adjustments are carried down, although in much less degree. In the movement on commodity rates of the staples of British Columbia the effect of the mountain scale is in many cases not apparent.

It is admitted by counsel for the province of British Columbia that the costs are still higher on the British Columbia division than on the prairie divisions. He refers, however, to costs east of the Great Lakes as supporting his contentions. As set out herein, it does not appear that deductions from the experience of other sections whose rates are dominated by water and United States railway competition can be controlling here.

Following the reasoning of the *Western Rate Case*, a revision in the mountain scale as provided for in the Pacific standard is justifiable. On careful consideration, the reduction hereinafter provided for should be made; the Board does not feel justified in going any further.

The rates of the new "Pacific" standard mileage tariff are to be constructed by applying to the "Prairie" standard tariff for distances up to and including 750 miles (the approximate maximum haul in British Columbia) 1¼ miles for 1 mile, and to the rates so produced the 25-mile differences of the "Prairie" standard scale to be added for each 25 miles over 750 miles, so as to produce standard through rates for part mountain and part prairie hauls.

The distributing rates from recognized mainland distributing centres in British Columbia other than Vancouver and New Westminster, as well as the tariff between Vancouver and New Westminster and points east thereof, will be constructed from the new standard tariff in the same manner as at present, as prescribed in General Order No. 125, May 30, 1914, and Order No. 31648 of October 11, 1921, respectively.

All commodity mileage rates applying locally between stations in Pacific territory, also on interchange traffic between Pacific and prairie territory, to be reduced so as to preserve the same relationship to the new standard mileage scale as they now bear to the present scale, such rates, of course, to be maxima with regard to special commodity rates specifically published.

Rates on grain and grain products from "Prairie" points to stations in British Columbia, for domestic consumption, where now based on "Prairie" mileage scale, but using constructive mileage of 1½ miles for 1 mile for the mountain haul, to be reduced by figuring on 1¼ miles for 1 mile for the mountain haul.

LUMBER RATES

As the rates on lumber and forest products, including pulpwood, logs, poles, posts, etc., are to be reduced by 7½ per cent as hereinbefore described, it will be unnecessary to further consider the application of the Canadian Lumbermen's Association.

EXCESS BAGGAGE

By General Order No. 308, passenger fares were increased by 20 per cent up to and including the 31st day of December, 1920, and by 10 per cent from

that date until the 1st day of July, 1921, when the passenger rates reverted to the standard of 3·45 cents per mile, and, by the same order, the rates on excess baggage were increased by 20 per cent. As the rates on excess baggage are built upon a percentage of the passenger fares, it is only logical that, when the passenger fares are reduced, excess baggage should bear the same reduction, and, therefore, it is considered that the rates on excess baggage should go back to the basis prior to September 13, 1920.

EQUALIZATION BETWEEN THE PRAIRIE PROVINCES AND EASTERN CANADA

In the reference to the Board by the Governor in Council in the appeal in the so-called "Forty Per Cent Case," the Board's attention was directed to the advisability of conducting an investigation to see to what extent existing disparities of rates between different rate sections could be redressed. The reference was not based on the idea that the disparities were wrong *per se*. Under the Railway Act, not all discriminations or preferences are forbidden. As was developed with a plenitude of example, in the *Western Rates Case*, what is forbidden under the discrimination sections are preferences which are undue or discriminations which are unjust. The burden, therefore, was on the Board in the investigations made to ascertain whether under existing conditions the discriminations in rates existing were discriminations which fell under the inhibitions of the Railway Act.

Counsel for the provinces of Manitoba and Saskatchewan very frankly and fairly stated: ". . . . . I have never at any time said otherwise than that I did not think that of necessity the rate for the same distance for the same commodity should necessarily be the same east as west or west as east. In my opinion, the equal treatment of unequal things is just as bad as the unequal treatment of equal things. I have never advanced, either in argument before this Board or before any other tribunal, or by evidence adduced, anything which would lend itself to the suggestion that I have advocated that any particular rate must of necessity be the same for any particular distance east as west. There are many other factors beside mere distance." Counsel continued that longer hauls were important in the West; shorter hauls in the East.

Counsel in thus defining the issue emphasized that conditions peculiar to each of the rate areas compared must be given weight in determining whether the low rate existing for a given distance in one section is to be taken as the criterion of discrimination in another. In so presenting the matter, he was but following the position so clearly laid down by the late Chief Commissioner Killam in the early decisions of the Board, namely, that mere mileage comparisons do not afford criteria of discrimination, but that all facts material must be given weight. In other words, under the body of regulation which is developed under the Railway Act, mileage is not a rigid yardstick of discrimination; discrimination, in the sense in which it is forbidden by the Railway Act, is a matter of fact to be determined by the Board.

In the course of argument, counsel for the provinces of Manitoba and Saskatchewan emphasized the position that under his view of existing conditions there should be a reduction in grain rates, and, thereafter, there should be reductions on basic commodities, e.g., cattle, lumber, coal and the instruments of production such as agricultural implements.

A further submission was made that articles in classes 5 to 10, not now covered by commodity rates, should be afforded a reduction. This practically means narrowing down to classes 5 and 7, as class 9, which is concerned with cattle, is unimportant from a rate standpoint, cattle moving on a commodity rate. Coal, lumber, and grain also move on commodity rates.

As already pointed out, a reduction, under Statute, has been made in the rates on grain and flour. Through the Board's instrumentality, a reduction on cattle was made. The articles of lumber and coal are dealt with specifically in the present judgment.

Reference has been made to the greater earning power of western lines, it being contended there is greater earning power both gross and net. At the same time, the larger mileage in the West, specific reference being made to the Canadian Pacific mileage, may be noted.

The fundamental matter, however, in the present application, so far as the position of Manitoba and Saskatchewan is concerned, is in terms of the reference to the Board by the Governor in Council, to ascertain whether there is an unjustifiable discrimination existing as between the rates applicable in the province of Manitoba and Saskatchewan and the rates applicable east of the Lakes. Alberta was not represented by counsel; but what may be found in regard to the justification or otherwise of the difference between rates in Manitoba and Saskatchewan as compared with the section east of the lakes will have application to the situation in Alberta as well. While it is set out, as above, that Alberta was not represented by counsel, it may be said that counsel for the province of British Columbia dealt with certain phases of the situation concerned in his application as if the interests of Alberta and British Columbia were more or less identical. At the same time, it is not set out in the record by any submission from the province of Alberta that counsel for British Columbia was representing Alberta.

In dealing with the situation as between Manitoba and Saskatchewan on the one hand and the section east of the lakes on the other, the very fair and candid statement made by counsel for the province of Manitoba and Saskatchewan, which was in substance that mileage is not the fundamental criterion of discrimination must be given weight. It is necessary to look to the particular facts affecting the rate adjustments in the particular sections.

The *Western Rates* judgment, in dealing with the establishment of special class rates from lake Superior and Pacific coast termini, stated, *inter alia*, that as to lake termini between Port Arthur, Fort William and Westfort and points west thereof, there should apply to and from points east of Winnipeg the prairie territory town tariff basis, subject to the rates to Winnipeg and St. Boniface as maximum; that to and from Winnipeg and St. Boniface the rates should be no greater than those of the prairie standard tariff for 290 miles; that to and from points beyond Winnipeg within prairie territory the maximum first-class rates were to be those of the prairie standard tariff for the through mileage, made up of actual distance beyond Winnipeg added to the above mentioned assumed mileage of 290 miles east of Winnipeg.

The judgment in the *Western Rates Case* sets out how this constructive mileage of 290 miles east of Winnipeg on the movement from the lake termini was arrived at. The essence of the arrangement is that the mileage from the lake to Winnipeg being 424 miles, there is a concession of 134 miles on the movement concerned. This was built up on rate conditions which had developed in the West. There is not the same arrangement existing on a movement from the East to Fort William.

Here, again, the particular facts of the section in which the rate adjustment is made must be considered, and it does not follow that the arrangement herein referred to would be a criterion of discrimination in connection with a complaint as to a different rate adjustment east of the lakes.

Having in mind the special conditions of the territory west of the lakes, a special rate adjustment has been made on the very important commodity of agricultural implements. In the shipment of these from points in Eastern Canada, e.g., Hamilton to Montreal, inclusive, the rate to western points is on

the Chicago basis, that is, the rate from Chicago to said points applies. In view of the system whereby the rates east of Montreal are built up on differences over that point the effect of this rate reduction is carried further east in so far as originating points shipping to the Prairie Provinces are concerned. This, again, is based upon special traffic conditions, and would not necessarily afford a criterion of unjust discrimination in respect of a different treatment in the East in regard to similar mileages concerned.

In the presentation of counsel for the provinces of Manitoba and Saskatchewan, reference was made to the difference in classification basis. In the East, the 5th class rate is one-half of 1st. In the West, the 4th class rate is one-half of 1st. Reference was made to this as showing, *inter alia*, a considerable difference as affecting the important 5th class; and since the distributing rates are built up by taking a percentage off, it was contended that this difference was carried down into the distributing rates.

In general, the apparent conclusion Counsel had in mind was that the Board should construct a basis of its own.

As especial reference was made to the 5th class, some comments in this connection are necessary. In eastern Canada, the 5th class is 50 per cent below the 1st; in Western Canada it is 55 per cent. It may be remarked in passing that in Eastern Canada the 4th class is 37½ per cent below the 1st class rate, while in Western Canada it is 50 per cent below the 1st class rate. Putting it in another way, if the 5th class rate is taken and scaling is made up to the 1st, then in Eastern Canada the 4th class rate is 25 per cent above the 5th class rate, while in Western Canada it is 10 per cent above the 5th class rate.

It was suggested by counsel that the Board should construct a standard of its own, taking the foundation of the Western American Classification.

If the western scale were constructed with the relationship between the classes in conformity with the eastern scale, starting with the 1st class rating in the western scale and scaling down the other classes under the eastern plan, this would result in a large increase in the rates for all classes below the 1st.

If one-haf of the 1st class in the West were taken and put in the position of one-half of the 1st class in the East, this would mean taking the present western 4th class, which is one-half of 1st, and putting it in the position of the eastern 5th class, which is one-half of 1st, and then scaling the other classes on the eastern plan, the result of this would be to produce the same result as the other method just mentioned.

The question of the standardization of the western rate scales is dealt with in the judgment of the *Western Rates Case*, in section 19, under the heading of "Standardization". Reference may be made to this as bearing on the history of the development. The citation set out in the judgment, in the report of the Board's Chief Traffic Officer, the late Mr. Hardwell, emphasizes the advances which would take place if the western rate scale were standardized on the Eastern Canada basis.

Bound up to the difference in classification basis is the difference in one of the fundamental rules of the classification, namely, that concerned with the mixing privilege. As a result of a compromise arising out of the strong position taken by the western jobbers, the more liberal mixing rule of the East is not applicable west of Fort William. West of Fort William, the mixing rule is limited by the trade list principle, and, in general, favour is shown, judging from resolutions filed with this Board by representative trade bodies in the Prairie Provinces, to limiting the mixing rule to articles normally moving in carload quantities. This, again, emphazise a difference in traffic conditions as between the East and the West.

At a meeting held in Winnipeg on April 26, 1921, at which there were present representatives of the Boards of Trade of Brandon, Calgary, Edmonton, Lethbridge, Montreal, Moose Jaw, Regina, Toronto, Vancouver, Winnipeg and the Saskatoon Chamber of Commerce, as well as representatives of the Canadian Manufacturers' Association, there was under discussion the question of a change from the trade list principle in the classification; and the following Resolution was passed:—

"1. It was decided that in the best interests of both Eastern and Western Canada Rule 2 and the trade lists of the present classification should be continued and substituted for proposed Rule 10 of the Canadian Freight Classification No. 17.

"2. It was also decided that a Classification Committee representing western Boards of Trade or other business organizations and railways be named to consult with the present eastern Classification Committee in connection with the provisions of the new classification.

"3. It was further the opinion of the meeting that there should be no disturbance at the present time in the present class rate relationships now exising in Eastern and Western Canada as a result of the finding of the Board of Railway Commissioners in the inquiries conducted in the Eastern and Western Rate Cases and orders issued in relation thereto, and subsequent orders.

"4. The chairman of this meeting was instructed to submit a copy of this resolution to the Board of Railway Commissioners to-morrow."

It may be noted that the Saskatoon Chamber of Commerce dissented from paragraph 3, and the representative of the Vancouver Board of Trade stated he could not vote in favour of the resolution but would submit it to his Board of Trade.

It thus appears on the records before the Board that in regard to classification arrangement there are differences of traffic interest between the Prairie Provinces and the territory east of the Great Lakes. It appears that commercial conditions in the West emphasize a preponderating movement of traffic in carlots and, consequently, any standardization which would effect an increase on the distinctly carload classes would bring about a serious dislocation of business. Here, again, the situation is that differing conditions have brought about different practices and rules, and the rule or practice existing in one section and giving a different treatment is not a necessary measure of discrimination in another section.

Counsel for the provinces of Manitoba and Saskatchewan stated that there was a difference in average hauls East and West, and while stating that in various cases the shorter hauls were at much lower rates in the West than in the East, he contended that the important matter in the West was the long haul. It is a legitimate deduction from this to say that the level of the rate in the East being, according to counsel's submission, concerned with an average short haul, affords no necessary criterion of what the rate should be on longer haul traffic in the West.

It was testified by the Canadian Pacific Railway Company that its rates on building materials in the prairies were lower than in Eastern Canada, there having been taken into consideration the necessities in connection with supplying shelter.

The examples given are illustrative of the fact that differing commercial conditions have brought about differing traffic rates and arrangements, and simply attract attention to the position that it is not in the abstract rates but in the concrete conditions that the measure of determining whether the rate structure is discriminatory or otherwise must be found.

In the *Western Rate* judgment, after a very careful analysis of the rulings of the Board in the matter of discrimination and searching analysis of traffic conditions, the Board found that water competition, generally speaking, was effective in the East. It found that, in the main, the rate structure of Eastern Canada was justified on the basis of water and rail competition; and the following language was used:—

> "For the reasons stated, I am of the opinion that while discrimination exists between the rates charged east and west of Port Arthur, the discrimination is justified under the Railway Act and the decisions of the Board already referred to. It is neither undue or unjust."

See section 9 of the judgment in question.

In the hearings before the Board in the present case, considerable attention was devoted to the matter of water competition in its bearing upon rates in Eastern Canada. Counsel for the provinces of Manitoba and Saskatchewan was disposed to minimize the importance of this water competition. It is true that on account of tonnage readjustments arising out of the war and the incidents thereof there have been fluctuations in the water-borne tonnage, yet this does not detract from the fact that from the ocean well into the middle of the continent there is a water highway on which vessels are free to go and come, not tied down to any particular route, and not involving the large fixed investments which are essential to railway transportation. It is also true that adjacent to this section of Canada are the rail lines of the United States which are equally subject to the effect of this water-borne traffic; and it does not appear that any vital change in this respect has taken place since the date of the decision in the Western Rate Case.

While as a consequence, naturally to be expected, from difference of conditions, many prairie rates have a spread over the eastern rates, the course of the decisions of the Board, including the present decision, has been to narrow this spread wherever possible.

The matter has been put in a succinct way in the evidence before the Special Committee appointed to consider railway transportation costs. Counsel who appeared before the Board for the provinces of Manitoba and Saskatchewan represented these provinces, as well as Alberta, before the Committee. At p. 300 of his evidence, in dealing with the different scales, he said:—

> "First there is the eastern scale which, I will develop later, is held down by maximums created by water competition, potential and otherwise, and by American rail competition."

Again, at p. 301, in summarizing the provisions of the Railway Act in regard to discrimination, he used the following language:—

> "The railways, when we replied that we were discriminated against in respect of eastern rates answered and the Board has held it to be a good answer. True, there is a disparity, a discrimination, and I propose to give you the four or five decisions in all the rate cases to that effect, that there is discrimination, a disparity against us, but the railways have satisfied the onus of showing that it is not unjust or undue, because railway rates in the east are held down by water competition and American rail competition, something they cannot control, and therefore that excuses that discrimination."

The Board holds that the differences in rates as between the Prairie Provinces and Eastern Canada as referred to do not constitute an unjust discrimination or undue preference.

CONCLUSIONS

All steam railways in Canada under the jurisdiction of this Board shall file tariffs, effective the first day of August next, providing for the following reductions, viz.:—

(*a*) On the articles, other than grain and flour, hereinbefore referred to as basic commodities, namely, forest products, building material, brick, cement, lime, and plaster, potatoes, fertilizers (other than chemicals), ores, pig-iron, blooms, billets, wire rods, and scrap-iron, a decrease of 7½ per cent from the increase given by General Order No. 308 and any other orders affecting the said commodities issued since that date, which will hereafter leave the increase granted by said General Order No. 308, in Western Canada, at 12½ per cent and, in Eastern Canada, at 17½ per cent; the term "forest products" as set out in such list to be defined as follows:—

In the territory east of Port Arthur, Ontario, in accordance with the list of commodities shown in Canadian Pacific Railway tariff C.R.C. No. E-3818, as taking rate basis "A"; in the tariffs from British Columbia to prairie points on the commodities taking Group A and Group B rates, as shown in Canadian Pacific Railway tariff C.R.C. No. W-2573; and from stations in Alberta and British Columbia to stations in Eastern Canada, in accordance with the Canadian Freight Association Tariff C.R.C. No. 30; also on pulpwood west of Port Arthur, Ontario.

In cases where reductions heretofore granted or ordered upon these commodities have not amounted to 7½ per cent as above described, they shall be reduced to that point, and, where they exceed 7½ per cent, they will remain as they are at present.

These reductions are made upon the same basis in both Eastern and Western Canada with the object of preserving the same spread between these territories as was provided by General Order No. 308.

(*b*) On coal, other than anthracite and coal from the head of the lakes westward, all increases provided for by General Order No. 308 to be rescinded.

(*c*) On commodities moving under class and commodity rates between points east of Montreal and points west of Port Arthur and Fort William, the establishment or arbitraries as provided for herein;

(*d*) On the territory between North Bay and Sault Ste. Marie, Schedule A rates to be applied;

(*e*) Mountain rates to be reduced to the basis provided for herein; and

(*f*) The increase in excess baggage rates, as provided for in General Order No. 308, to be eliminated.

With the above exceptions, all tariffs now in effect, either under the provisions of General Order No. 308, as amended by General Order No. 350, or as the result of voluntary action by the carriers, shall remain in force.

A. D. CARTWRIGHT,
Secretary, B.R.C.

OTTAWA, June 30, 1922.

GENERAL ORDER No. 367

In the matter of General Order No. 177, dated January 10, 1917, requiring the publication of a rule to govern rates to intermediate points in Canada not named in international tariffs:

File No. 26963.44

Upon its appearing that a uniform practice in connection with both freight and express tariffs is desirable,—

The Board orders: That all international express commodity tariffs now in effect be amended so as to include a rule to the effect that rates named therein, unless specifically indicated as being competitive, will apply to or from intermediate points in Canada not enumerated in the said tariffs; and that a similar rule be published in international commodity tariffs as issued.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, June 29, 1922.

GENERAL ORDER No. 368

In the matter of the General Order of the Board No. 280, dated December 23, 1919, amending General Order No. 248, dated August 19, 1918, by striking out Regulation 9, on page 2 of the Order, and substituting therefor the following, namely: "9. That a signal of a serviceable type, to be approved by the Board, be used to display the signals directed to be provided under Rules 3 (b) and 6 (Yellow Signal) of this Order and Rule 35 (Yellow Signal) of the Uniform Code of Operating Rules":

File No. 4135.25.5

Upon reading the reports of its Chief Operating Officer,—

The Board orders: 1. That the said General Order No. 280, dated December 23, 1919, be, and it is hereby, rescinded.

2. That General Order No. 248, dated August 19, 1918, be, and it is hereby, amended by striking out Regulation 9, on page 2 of the Order, and substituting therefor the following, namely:—

"9. That a signal of a serviceable type, consisting of a bunting flag 22 by 28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under rules 3 (*b*) and 6 (Yellow signal) of this order and rule 35 (Yellow signal) of the Uniform Code of Operating Rules."

S. J. McLEAN,
Assistant Chief Commissioner.

OTTAWA, June 29, 1922.

GENERAL ORDER No. 369

In the matter of the application of the Railway Association of Canada, under section 287 of the Railway Act, 1919, for an amendment to Rule No. 33, of the General Train and Interlocking Rules, approved by Order No. 7563, dated July 12, 1909, so as to provide for the use of red signals by highway crossing watchmen as a warning to highway travel that trains are approaching:

File No. 4135.70

Upon hearing the application at the sittings of the Board held in Ottawa, June 21, 1922, the Railway Association of Canada, the Grand Trunk, Canadian Pacific, Toronto, Hamilton and Buffalo, and Pere Marquette Railway Companies, the Canadian National Railways, Michigan Central Railroad Company, New York Central Railroad Company, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors, and the Trainmen of the Grand Trunk Railway Company being represented at the hearing, and what was alleged; and upon the report and recommendation of its Chief Operating Officer,—

The Board orders: That Rule No. 33 of the said General Train and Interlocking Rules be struck out, and the following substituted therefor, namely:—

"33. Watchmen stationed at public road crossings must, by day, display a metal disc (16 inches in diameter, white background, with the word 'stop' in large black letters, and a black border); and, by night, a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided, a red light, hooded so as to show to the highway only, must be displayed by night."

2. That the General Orders of the Board Nos. 247 and 257, dated respectively August 6, 1918, and December 6, 1918, made herein, be, and they are hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, August 10, 1922.

GENERAL ORDER No. 370

In the matter of the General Order of the Board No. 368, dated August 10, 1922, amending the General Train and Interlocking Rules by striking out Rule 33 thereof and substituting therefor the rule set forth in the Order:

File No. 4135.70

Whereas it appears that the said General Train and Interlocking Rules do not apply to certain railway companies incorporated elsewhere than in Canada, owning, controlling, operating or running trains or rolling stock upon or over lines of railway in Canada either owned, controlled, leased, or operated by such companies, and that said companies had been operating under their own rules;

And whereas it is deemed desirable in the interest of uniformity in the operation of railways in Canada that rule 33 prescribed by said General Order No. 369 should have general application.

The Board therefore orders: That every railway company incorporated elsewhere than in Canada and owning, controlling, operating or running trains or rolling stock upon or over any line or lease of railway in Canada either owned controlled, or operated by such company or companies adopt and put into effect

forthwith in connection with the operation of their trains in Canada the following rule, namely:—

"Watchmen stationed at public road crossings must, by day, display a metal disc (16 inches in diameter, white background, with the word, 'stop' in large black letters, and a black border); and, by night, a red light, to warn pedestrians and persons in vehicles that a train is approaching. Where gates are provided, a red light, hooded so as to show to the highway only, must be displayed by night."

S. J. McLEAN,
Assistant Chief Commissioner.

OTTAWA, September 6, 1922.

GENERAL ORDER No. 371

In the matter of the complaints of the Canadian Lumbermen's Association, Dominion Canners, et al, against the proposed change published in tariffs of various railways to be applicable on box shooks, in carloads.

File No. 29253.5.

Upon reading the submissions filed in support of the complaints,—

The Board orders: That the change in tariffs or supplements filed by railways subject to the jurisdiction of the Board qualifying the wording of the item providing for box shooks, in carloads, by stipulating that the same will not apply on material cleated or glued together or otherwise made up, and providing on such material the box shook minimum weight and rate plus four cents (4 cents) per 100 pounds, be, and the same is hereby, disallowed, as from November 1, 1922, pending hearing on a date to be fixed by the Board.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, November 3, 1922.

GENERAL ORDER No. 372

In the matter of the General Order of the Board No. 326, dated January 14, 1921, authorizing an exchange surcharge of sixty per cent of the rate of exchange on all international shipments, other than coal and coke, to be added to the total through charges, including advanced charges, payable to United States carriers, when payable and collected in Canada;

And in the matter of the applications of the Canadian Manufacturers' Association and the Calgary Board of Trade for an Order suspending the operation of the Order and the authority granted by it to the railway companies to levy and collect the said surcharge.

File No. 29674.1-2

Upon reading the written submissions filed by the Canadian Manufacturers' Association, the Canadian Freight Association, and other interests affected, and

hearing what was alleged on behalf of the Calgary Board of Trade and individual shippers, at the sittings of the Board held in Calgary, September 28, 1922,—

The Board Orders: That, for the present, and until further or other order, made either upon application or by the Board of its own motion and without notice, if it shall be deemed desirable or necessary to do so, the companies be, and they are hereby, relieved from complying with the requirements of paragraph 3 of the order, obtaining from the Bank of Montreal the rate of exchange for New York funds at the time and upon the dates specified in the said order, and making monthly returns to the Board showing the amount of surcharges collected.

F. B. CARVELL,
Chief Commissioner.

OTTAWA, November 24, 1922.

GENERAL ORDER No. 373

In the matter of the General Order of the Board No. 372, dated November 24, 1922, relieving the Railway Companies, until further Order, from complying with the requirements of paragraph 3 of General Order No. 326, dated January 14, 1921, in the matter of exchange surcharge on all international shipments, other than coal and coke.

File No 29674.1-2

Upon its appearing that the rate of exchange quoted for New York funds exceeds one per cent,—

The Board orders: That, for the present and until further Order, the said General Order No. 372, dated November 24, 1922, be, and it is hereby, rescinded.

F B CARVELL
Chief Commissioner.

OTTAWA, December 30, 1922.

CIRCULAR No. 196

April 11 1922.

General Order No. 330, re Inspection of Steam Railway Boilers.

File No. 29110.1

Under direction of the Board I enclose you herewith draft Order herein, and I am directed to state that all railway companies subject to the Board's jurisdiction are required to show cause why the recommendation of the Board's Mechanical Expert, as set forth in the said draft, should not be put into full force and effect.

By order of the Board,

A. D. CARTWRIGHT,
Secretary

ORDER No.

In pursuance of the powers conferred upon it, and for the further carrying out the General Order of the Board No. 330 re the Inspection of Railway Steam Boilers, other than Locomotive Boilers.

File No. 29110.1

It is hereby ordered: That all railway companies under the jurisdiction of the Board file with the Chief Operating Officer of the Board, within thirty days from this date, a list showing the numbers of all stationary boilers owned by them; and also file from time to time with the Chief Operating Officer of the Board a list giving the numbers of any additional stationary boilers that may be purchased, built or leased by the said railway companies.

BOARD OF RAILWAY COMMISSIONERS
FOR CANADA.

CIRCULAR No. 197

October 17, 1922.

Re *Whitewashing Return Fences and Cattle Guards.*

File 32146

I am directed to ask that you inform the Board whether or not it is the practice of your company to whitewash the return fences and cattle guards on its lines of railway.

This information is desired by the Board with a view to arriving at uniformity of practice.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

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BY-ELECTIONS HELD DURING THE YEAR 1922

REPORT OF THE
CHIEF ELECTORAL OFFICER

Pursuant to Subsection 6 of Section 72 of the Dominion Elections Act, 10-11 Geo. V, chapter 46

ÉLECTIONS PARTIELLES TENUES PENDANT L'ANNÉE 1922

RAPPORT DU
DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Conformément au paragraphe 6 de l'article 72 de la Loi des élections fédérales, 10-11 Geo. V, chapitre 46

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

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The following report on the by-elections held in the year 1922 is printed pursuant to the provisions of subsection 6 of Section 72 of the Dominion Elections Act, 10-11 George V, c. 46.

O. M. BIGGAR,
Chief Electoral Officer.

Le rapport suivant sur les élections partielles tenues pendant l'année 1922 est imprimé conformément aux dispositions du paragraphe 6 de l'article 72 de la Loi des élections fédérales, 10-11 George V, c. 46.

O. M. BIGGAR,
Directeur général des élections.

REPORT OF BY-ELECTIONS, 1922
RAPPORT DES ÉLECTIONS PARTIELLES, 1922

PROVINCE OF ONTARIO—PROVINCE D'ONTARIO

ESSEX, NORTH RIDING—DIVISION NORD Population—1921, 71,150

Cause of vacancy.—Acceptance by the Honourable William Costello Kennedy of an office of emolument under the Crown, Dec. 29. 1921.

Cause de la vacance.—L'acceptation par l'honorable William Costello Kennedy d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } A. P. E. Panet, Windsor, Ont.

Writ dated, Dec. 30, 1921. / Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable William Costello Kennedy.

ESSEX, SOUTH RIDING—DIVISION SUD Population—1921, 31,425

Cause of vacancy.—Acceptance by the Honourable George Perry Graham of an office of emolument under the Crown, December 29, 1921.

Cause de la vacance.—L'acceptation par l'honorable George Perry Graham d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } Bruce Laird, Essex, Ont.

Writ dated, Dec. 30, 1921. / Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable George Perry Graham.

GRENVILLE Population—1921, 16,644

Cause of vacancy.—Acceptance by Arza Clair Casselman of an office of emolument under the Crown, December 27, 1921.

Cause de la vacance.—L'acceptation par Arza Clair Casselman d'une charge rétribuée sous la Couronne, le 27 décembre 1921.

Returning officer / Officier rapporteur } William S. Johnston, Prescott, Ont.

Nomination { January 12, 1922. / le 12 janvier 1922.

Writ dated, Dec. 27, 1921. / Bref émis le 27 déc. 1921.

Election { January 26, 1922. / le 26 janvier 1922.

Polling Divisions. — Arrondissements de scrutin. Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Ballots cast for — Bulletins déposés pour: Rt. Hon. Arthur Meighen.	Ballots cast for — Bulletins déposés pour: Arthur Kidd Patterson.	Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Prescott, Advance			0	0			
" East Ward A-G	1	U	70	46		116	214
" " H-O	1	U	75	44		119	221
" " P-Z	1	U	65	29		94	197
" Centre Ward A-G	2	U	73	24		97	175
" " H-O	2	U	75	40		115	245
" " P-Z	2	U	49	25	1	75	135
" West Ward A-G	3	U	75	38		113	214
" " H-O	3	U	70	47		117	236
" " P-Z	3	U	67	23	1	91	192
Kemptville A-J	1	R	130	46		176	232
" K-Z	1	R	164	58	2	224	269
" A-J	2	R	160	37		197	157
" K-Z	2	R	104	34	2	140	170
Cardinal A-C	1	R	115	13	1	129	214
" D-J	1	R	94	16	2	112	195
" K-Q		R	85	17		102	187
" R-Z		R	114	20	1	135	219

GRENVILLE—*Con.*

Polling Divisions. — Arrondissements de scrutin. Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Ballots cast for — Bulletins déposés pour Rt. Hon. Arthur Meighen.	Arthur Kidd Patterson.	Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Merrickville	1	R	121	56	1	178	298
" A-G	2	R	77	13	....	90	125
" H-Z	2	R	103	18	....	121	126
Augusta Township	1	R	44	66	....	110	249
" "	2	R	39	93	....	132	208
" "	3	R	62	51	....	113	113
" "	4	R	64	59	....	124	156
" "	5	R	78	38	1	117	167
" "	6	R	83	70	....	153	262
" "	7	R	53	109	....	162	212
" "	8	R	32	92	....	124	190
" "	9	R	98	72	1	171	231
" "	10	R	57	20	....	77	84
Wolford Township	1	R	66	39	....	105	175
" "	2	R	74	21	....	95	133
" " A-J	3	R	70	60	....	130	185
" " K-Z	3	R	72	45	1	118	179
" "	4	R	64	48	2	114	159
Edwardsburg Township...A-K	1	R	64	49	....	113	154
" " L-Z	1	R	45	48	....	93	144
" "	2	R	69	94	1	164	237
" "	3	R	67	49	2	118	233
" " A-J	4	R	67	66	3	136	183
" " K-Z	4	R	72	63	1	136	192
" "	5	R	57	96	....	153	220
" "	6	R	56	81	1	138	194
" "	7	R	82	65	....	147	234
" "	8	R	57	44	....	101	143
" "	9	R	47	37	1	85	111
South Gower Township	1	R	131	61	....	192	233
" "	2	R	50	111	....	161	200
Oxford Township	1	R	121	60	1	182	182
" "	2	R	53	65	....	118	143
" " A-J	3	R	67	58	2	127	165
" " K-Z	3	R	76	49	....	125	156
" "	4	R	116	50	2	168	219
" "	5	R	84	30	1	115	156
" "	6	R	94	64	....	158	243
" "	7		165	53	....	218	282
Totals—Totaux	57	....	4,482	2,820	29	7,331	10,748

Majority for / Majorité pour } **Right Honourable Arthur Meighen, 1,662.**

KENT Population—1921, 52,139

Cause of vacancy.—Acceptance by Archibald Blake McCoig of an office of emolument under the Crown, January 4, 1922.
Cause de la vacance.—L'acceptation par Archibald Blake McCoig d'une charge rétribuée sous la Couronne, le 4 janvier 1922.

Returning officer / Officier rapporteur } John A. Walker, Chatham, Ont.

Writ dated, Jan. 5, 1922.
Bref émis le 5 janv. 1922.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable James Murdock.

SESSIONAL PAPER No. 34a

LANARK Population—1921, 32,993.

Cause of vacancy.—Death of Honourable John Alexander Stewart, October 7, 1922.
Cause de la vacance.—Décès de l'honorable John Alexander Stewart, le 7 octobre 1922.

Returning officer / Officier rapporteur — Christopher M. Forbes, Perth, Ont.

Nomination — November 20, 1922. / le 20 novembre 1922.

Writ dated, Oct. 27, 1922.
Bref émis le 27 oct. 1922.

Election — December 4, 1922. / le 4 décembre 1922.

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour		Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	David Findlay.	Richard Franklin Preston.			
Bathurst	1	R	89	69	.....	158	399
"	1A	R	95	50	1	146	
"	2	R	37	116	1	154	203
"	3	R	110	77	.....	187	237
"	4	R	75	141	1	217	306
Beckwith	1	R	39	135	.....	174	194
"	2	R	29	70	.....	99	134
"	3	R	60	55	.....	115	364
"	3A	R	106	58	.....	164	
"	4	R	4	48	.....	52	60
Burgess North (Nord)	1	R	105	14	1	120	347
" "	1A	R	74	36	.....	110	
" "	2	R	18	15	.....	33	46
Dalhousie & N. Sherbrooke	1	R	49	32	.....	81	114
" "	2	R	118	48	1	167	240
" "	3	R	149	24	1	174	249
" "	4	R	66	15	.....	81	151
Darling	1	R	28	15	.....	43	75
"	2	R	35	35	.....	70	139
Drummond	1	R	60	59	.....	119	330
"	1A	R	52	55	.....	107	
"	2	R	46	91	.....	137	192
"	3	R	64	60	.....	124	361
"	3A	R	77	61	.....	138	
"	4	R	44	96	.....	140	166
Elmsley North (Nord)	1	R	26	60	.....	86	381
" "	1A	R	34	63	.....	97	
" "	2	R	52	75	.....	127	171
Lanark Township	1	R	93	52	.....	145	189
" "	2	R	133	41	.....	174	292
" "	3	R	61	67	.....	128	164
" "	4	R	38	35	.....	73	94
Lavant	1	R	52	47	.....	99	128
"	2	R	25	27	.....	52	87
Montague	1	R	62	77	.....	139	151
"	2	R	8	108	.....	116	155
"	3	R	73	89	.....	162	197
"	4	R	64	86	.....	150	192
"	5	R	77	134	.....	211	300
Pakenham	1	R	40	88	1	129	179
"	2	R	52	48	.....	100	148
"	3	R	65	141	.....	206	411
"	3A	R	53	82	1	136	
"	4	R	73	51	.....	124	145
Ramsay	1	R	81	93	.....	174	225
"	2	R	86	109	5	200	254
"	3	R	48	72	1	121	308
"	3A	R	62	68	1	131	
"	4	R	72	67	.....	139	233
Sherbrooke South	1	R	46	138	.....	184	282
" "	2	R	53	54	.....	107	175
Lanark Village	1	R	114	58	2	174	430
" "	1A	R	145	42	.....	187	

LANARK—*Con.*

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour		Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	David Findlay.	Richard Franklin Preston.			
Almonte	1	R	89	148	1	238	319
"	2	R	38	186	.....	224	306
"	3	R	111	116	.....	227	413
"	3A	R	94	36	.....	130	
"	4	R	49	78	2	128	180
"	5	R	80	94	1	175	434
"	5A	R	77	91	.....	168	
Carleton Place	1	U	80	139	.....	219	289
"	1A	U	87	123	.....	210	264
"	2	U	105	86	.....	191	226
"	2A	U	128	76	.....	204	251
"	3	U	107	156	.....	263	326
"	4	U	90	139	.....	229	270
"	4A	U	109	132	.....	241	281
"	5	U	52	125	.....	177	202
"	5A	U	49	135	.....	184	230
"	6	U	44	127	2	173	204
"	6A	U	49	79	.....	128	163
Perth	1	U	89	77	.....	166	239
"	1A	U	97	74	.....	171	227
"	1B	U	86	59	.....	145	189
"	2	U	110	75	.....	185	225
"	2A	U	103	79	.....	182	240
"	3	U	99	133	.....	232	312
"	4	U	52	73	.....	125	193
"	4A	U	50	68	.....	118	173
"	5	U	49	118	.....	167	233
"	5A	U	66	91	.....	157	236
"	6	U	87	130	.....	217	303
"	6A	U	91	115	1	207	301
Smiths Falls	1	U	69	87	.....	156	207
"	1A	U	51	89	1	141	197
"	2	U	73	81	1	155	222
"	2A	U	52	95	.....	147	202
"	3	U	93	123	.....	216	298
"	3A	U	79	89	.....	168	247
"	4	U	84	88	.....	172	293
"	5	U	84	78	.....	162	262
"	5A	U	83	86	.....	169	268
"	6	U	62	98	.....	160	220
"	6A	U	49	88	.....	137	185
"	7	U	49	67	.....	116	177
"	7A	U	48	63	.....	111	166
"	8	U	43	75	.....	118	180
"	8A	U	50	66	.....	116	156
"	9	U	53	71	.....	124	181
"	9A	U	60	73	.....	133	199
"	10	U	42	92	.....	134	196
"	10A	U	34	111	.....	145	202
" —Advance—Provisoire	.....	.....	56	172	.....	228	.....
Totals—Totaux	103	.....	7,048	8,497	26	15,571	20,885

Majority for / Majorité pour **Richard Franklin Preston, 1,449.**

SESSIONAL PAPER No. 34a

RUSSELL Population—1921, 43,413.

Cause of vacancy.—Acceptance by the Honourable Charles Murphy of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable Charles Murphy d'une charge rétribuée sous la Couronne, le 29 décembre, 1921.

Returning officer / Officier rapporteur } John A. Gamble, Russell, Ont.
Writ dated, Dec. 30, 1921. / Bref émis le 30 déc. 1921.
Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation :—Honourable Charles Murphy.

YORK, NORTH RIDING—DIVISION NORD Population—1921, 23,136.

Cause of vacancy.—Acceptance by the Honourable William Lyon Mackenzie King of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable William Lyon Mackenzie King d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } John Gordon Gillanders, Aurora, Ont.
Writ dated, Dec. 30, 1921. / Bref émis, le 30 déc. 1921.
Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable William Lyon Mackenzie King.

John Alexander Macdonald Armstrong was duly nominated but withdrew on January 20, 1922.
John Alexander Macdonald Armstrong a été régulièrement mis en candidature mais il s'est retiré le 20 janvier 1922.

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC

ARGENTEUIL Population—1921, 17,165.

Cause of vacancy.—Death of Peter Robert McGibbon, December 18, 1921.
Cause de la vacance.—Décès de Peter Robert McGibbon, le 18 décembre 1921.

Returning officer / Officier rapporteur } Gaëtan Valois, Lachute, Que.
Writ dated, Feb. 13, 1922. / Bref émis, le 13 fév. 1922.
Nomination { February 28, 1922. / le 28 février 1922.

Acclamation:—Honourable Charles Stewart.

BEAUCE Population—1921, 53,841.

Cause of vacancy.—Acceptance by Honourable Henri Sévérin Béland of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable Henri Sévérin Béland d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } F. G. Fortier, Beauceville, Que.
Writ dated, Dec. 30, 1921. / Bref émis le 30 déc. 1921.
Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Henri Sévérin Béland.

CHÂTEAUGUAY-HUNTINGDON Population—1921, 26,731.

Cause of vacancy.—Acceptance by Honourable James Alexander Robb of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable James Alexander Robb d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } J. Edmour McGowan, Ste. Martine, Que.
Writ dated, Dec. 30, 1921. / Bref émis le 30 déc. 1921.
Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable James Alexander Robb.

JACQUES-CARTIER Population—1921, 89,297.

Cause of vacancy.—Death of David Arthur Lafortune, October 19, 1922.
Cause de la vacance.—Décès de David Arthur Lafortune, le 19 octobre 1922.

Returning officer / Officier rapporteur } Joseph Edmond Gagnon, Lachine, Que.
Writ dated, Oct. 27, 1922.
Bref émis le 27 oct. 1922.

Nomination { November 20, 1922. / le 20 novembre 1922.

Acclamation:—Joseph Théodule Rhéaume.

KAMOURASKA Population—1921, 22,014.

Cause of vacancy.—Acceptance by Charles Adolphe Stein of an office of emolument under the Crown, May 5, 1922.
Cause de la vacance.—L'acceptation par Charles Adolphe Stein d'une charge rétribuée sous la Couronne, le 5 mai 1922.

Returning officer / Officier rapporteur } Paul Etienne Dessaint, St. Pascal, Que.
Writ dated, May 5, 1922.
Bref émis le 5 mai, 1922.

Nomination { May 15, 1922. / le 15 mai 1922.

Acclamation:—Georges (Joseph) Bouchard.

LAURIER-OUTREMONT Population—1921, 72,047.

Cause of vacancy.—Acceptance by the Honourable Sir Lomer Gouin of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable Sir Lomer Gouin d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } Dr. L. Joseph Lemieux, Montreal, Que.
Writ dated, Dec. 30, 1921.
Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Sir Lomer Gouin.

MEGANTIC Population—1921, 33,633.

Cause of vacancy.—Acceptance by Lucien Turcotte Pacaud of an office of emolument under the Crown, October 26, 1922.
Cause de la vacance.—L'acceptation par Lucien Turcotte Pacaud d'une charge rétribuée sous la Couronne le 26 octobre 1922.

Returning officer / Officier rapporteur } Allyre Roberge, Inverness, Que.
Writ dated, Oct. 27, 1922.
Bref émis le 27 oct. 1922.

Nomination { November 20, 1922. / le 20 novembre 1922.

Acclamation:—Eusèbe Roberge.

SESSIONAL PAPER No. 34a

QUEBEC EAST—(EST) Population—1921, 38,330.

Cause of vacancy.—Acceptance by Honourable Ernest Lapointe of an office of emolument under the Crown, January 3, 1922.

Cause de la vacance.—L'acceptation par l'Honorable Ernest Lapointe d'une charge rétribuée sous la Couronne, le 3 janvier 1922.

Returning officer / Officier rapporteur } Amédée Robitaille, Quebec, Que.

Writ dated, Jan. 3, 1922.
Bref émis le 3 janv. 1922.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Ernest Lapointe.

ST. JOHNS AND (ST-JEAN ET) IBERVILLE Population—1921, 23,518.

Cause of vacancy.—Acceptance by Marie Joseph Demers of an office of emolument under the Crown, July 22, 1922.

Cause de la vacance.—L'acceptation par Marie Joseph Demers d'une charge rétribuée sous la Couronne, le 22 juillet 1922.

Returning officer / Officier rapporteur } André Régnier, St-Jean, Que.

Writ dated, August 2, 1922.
Bref émis le 2 août 1922.

Nomination { August 17, 1922. / le 17 août 1922.

Election { August 31, 1922. / le 31 août 1922.

Polling Divisions. — Arrondissements de scrutin. Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Ballots cast for — Bulletins déposés pour Aldéric Joseph Benoit.	Stanislas Poulin.	Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
St-Jean (Cité).....A-F	1	U	41	82	3	126	183
" " .....H-Z	1	U	43	64	1	108	167
" "	2	U	39	50	2	91	109
" " .....A-K	3	U	31	82	1	114	141
" " .....L-Z	3	U	54	76	.....	130	158
" "	4	U	78	111	2	191	261
" "	5	U	86	80	2	168	257
" "	6	U	85	83	.....	168	263
" " .....A-K	7	U	79	77	.....	156	216
" " .....L-Z	7	U	86	82	2	170	227
" "	8	U	61	96	5	162	206
" "	9	U	84	93	.....	177	221
" "	10	U	56	112	2	170	235
" "	11	U	63	134	.....	197	246
" "	12	U	63	114	.....	177	246
" " .....A-G	13	U	52	91	1	144	185
" " .....H-Z	13	U	35	80	.....	115	181
" "	14	U	78	102	.....	180	230
Iberville.....	15	U	127	15	1	143	204
"	16	U	170	15	4	189	247
"	17	U	120	10	2	132	171
"	18	U	153	16	1	170	188
"	19	U	203	16	.....	219	234
Ste. Marguerite de Blairfindie..	20	R	130	29	.....	159	222
" ...	21	R	131	74	4	209	221
St-Luc.....	22	R	107	4	.....	111	135
"	23	R	80	38	.....	118	162
St-Jean l'Evangéliste.....	24	R	81	81	.....	162	214
"	25	R	100	51	.....	151	151
St-Blaise.....	26	R	73	14	.....	87	135
"	27	R	100	33	.....	133	138
"	28	R	100	6	1	107	135

ST. JOHN AND (ST-JEAN ET) IBERVILLE—*Con.*

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour		Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Aldéric Joseph Benoit.	Stanislas Poulin.			
St-Paul de l'Ile-aux-Noix	29	R	141	87	3	231	292
St-Valentin	30	R	103	115	3	231	252
Lacolle	31	R	52	54	.....	106	187
"	32	R	39	44	.....	83	179
Notre-Dame du Mont-Carmel	33	R	35	25	.....	60	117
" "	34	R	59	41	1	101	155
" "	35	R	28	17	.....	45	81
St-Bernard de Lacolle	36	R	35	26	.....	61	117
"	37	R	61	17	.....	78	80
"	38	R	56	10	.....	66	150
"	39	R	37	3	.....	40	147
St-Grégoire-Le-Grand	40	R	206	6	2	214	214
"	41	R	158	1	1	160	178
"	42	R	128	1	1	130	145
St-Alexandre Village	43	R	97	49	2	148	164
" Parish (Paroisse)	44	R	147	46	.....	193	228
" "	45	R	168	34	.....	202	268
St-Sébastien	46	R	112	67	1	180	192
"	47	R	54	72	.....	126	141
"	48	R	91	24	.....	115	132
St-Georges d'Henryville	49	R	77	87	3	167	206
" "	50	R	72	67	1	140	158
" "	51	R	51	57	1	109	122
Sabrevois	52	R	178	56	3	237	283
St-Athanase	53	R	108	6	1	115	148
"	54	R	162	7	.....	169	199
Ste-Brigide	55	R	134	25	.....	159	207
"	56	R	128	19	.....	147	188
"	57	R	123	4	1	128	170
Totals—Totaux	61	.....	5,629	3,078	58	8,765	11,388

Majority for / Majorité pour } **Aldéric Joseph Benoit, 2,551.**

THREE RIVERS AND (TROIS-RIVIÈRES ET) ST. MAURICE Population—1921, 50,845.

Cause of vacancy.—Acceptance by Honourable Jacques Bureau of an office of emolument under the Crown, January 3, 1922.

Cause de la vacance.—L'acceptation par l'Honorable Jacques Bureau d'une charge rétribuée sous la Couronne, le 3 janvier 1922.

Returning officer / Officier rapporteur } Fortunat Fournier, Trois-Rivières, Que.

Writ dated, Jan. 3, 1922.
Bref émis le 3 janv. 1922.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Jacques Bureau.

VAUDREUIL-SOULANGES Population—1921, 21,620.

Cause of vacancy.—Gustave Boyer summoned to the Senate, March 11, 1922.
Cause de la vacance.—Gustave Boyer appelé au Sénat, le 11 mars 1922.

Returning officer / Officier rapporteur } Adrien Rouleau, Côteau Landing, Que.

Writ dated, Mar. 14, 1922.
Bref émis le 14 mars 1922.

Nomination { March 21, 1922. / le 21 mars 1922.

Acclamation:—Joseph Rodolphe Ouimet.

PROVINCE OF NOVA SCOTIA
PROVINCE DE LA NOUVELLE-ÉCOSSE

CAPE BRETON NORTH AND (NORD ET) VICTORIA Population—1921, 31,325

Cause of vacancy.—Acceptance by Honourable Daniel Duncan MacKenzie of an office of emolument under the Crown, December 29, 1921.
Cause de la vacance.—L'acceptation par l'Honorable Daniel Duncan MacKenzie d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } M. E. McKay, Baddeck, N.S.

Writ dated, Dec. 30, 1921.
Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Daniel Duncan MacKenzie.

HALIFAX Population—1921, 97,228.

Cause of vacancy.—Death of Edward Blackadder, October 22, 1922.
Cause de la vacance.—Décès de Edward Blackadder, le 22 octobre 1922.

Returning officer / Officier rapporteur } James Hall, Halifax, N.S.

Writ dated, Oct. 27, 1922.
Bref émis le 27 oct. 1922.

Nomination { November 20, 1922 / le 20 novembre 1922.

Election { December 4, 1922. / le 4 décembre 1922.

Polling Divisions. — Arrondissements de scrutin. Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Ballots cast for — Bulletins déposés pour: Robert Emmett Finn.	James Joseph O'Connell.	John Joseph Power.	Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Halifax City (Cité).....A-G	1A	U	39	14	13	.....	66	261
" .....H-O.....		U	34	14	25	.....	73	305
" .....P-Z.....		U	22	8	18	1	49	215
" .....A-K	1B	U	41	3	29	2	75	358
" .....L-Z.....		U	60	15	27	1	103	425
" .....A-G	1C	U	37	4	26	.....	67	243
" .....H-O.....		U	67	1	19	.....	87	277
" .....P-Z.....		U	37	1	17	1	56	187
" .....A-G	1D	U	49	6	16	3	74	253
" .....H-O.....		U	52	4	17	1	74	280
" .....P-Z.....		U	31	2	28	1	62	232
" .....A-G	1E	U	59	4	38	.....	101	409
" .....H-O.....		U	60	2	32	.....	94	373
" .....P-Z.....		U	38	5	15	1	59	268
"	1F	U	35	10	30	4	79	344
" .....A-G	2A	U	57	8	20	.....	85	383
" .....H-O.....		U	39	16	18	1	74	323
" .....P-Z.....		U	25	7	18	1	51	237

HALIFAX—*Con.*

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour			Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Robert Emmett Finn.	James Joseph O'Connell.	John Joseph Power.			
Halifax City (Cité)..... A-G	2B	U	35	13	19		67	279
" ..... H-O		U	46	16	23		85	387
" ..... P-Z		U	29	4	20		53	202
" ..... A-G	2C	U	74	8	48	1	131	314
" ..... H-O		U	68	13	45		126	395
" ..... P-Z		U	36	3	45		84	319
" ..... A-K	2D	U	30	12	16		58	242
" ..... L-Z		U	23	21	16	5	65	299
" ..... A-G	2E	U	49	11	20		80	271
" ..... H-O		U	49	10	8	4	71	259
" ..... P-Z		U	31	2	9	2	44	186
" ..... A-C	2F	U	52	1	50	2	105	341
" ..... F-J		U	41	3	50		94	302
" ..... K-M		U	45	4	71	1	121	395
" ..... N-R		U	21	3	17		41	181
" ..... S-Z		U	36	3	40		79	287
" ..... A-K	2G	U	37	18	15	1	71	212
" ..... L-Z		U	51	15	21	2	89	158
" ..... A-K	2H	U	38	5	18		61	282
" ..... L-Z		U	35	18	25	2	80	175
" ..... A-G	3A	U	25	2	24		51	281
" ..... H-O		U	25	5	19		49	295
" ..... P-Z		U	42	7	13		62	262
" ..... A-G	3B	U	33	17	20		70	324
" ..... H-O		U	47	13	12		72	312
" ..... P-Z		U	38	13	18	1	70	250
" ..... A-C	3C	U	57	13	47		117	381
" ..... D-G		U	42	5	36	1	84	313
" ..... H-K		U	52	14	20	1	87	278
" ..... L-M		U	46	19	45	2	112	396
" ..... N-R		U	24	13	12	3	52	246
" ..... S-Z		U	42	12	37		91	380
" ..... A-G	4A	U	41	16	8		65	279
" ..... H-O		U	50	10	12	2	74	325
" ..... P-Z		U	34	6	12	1	53	204
" ..... A-K	4B	U	26	16	33	3	78	245
" ..... L-Z		U	39	14	30	1	84	250
" ..... A-C	4C	U	55	20	37	5	117	425
" ..... D-G		U	51	14	41		106	303
" ..... H-K		U	38	21	29	1	89	341
" ..... L-M		U	61	16	51	2	130	353
" ..... N-R		U	38	31	11	1	81	207
" ..... S-Z		U	45	23	35	2	105	336
" ..... A-K	4D	U	58	12	14	1	85	276
" ..... L-Z		U	55	9	22		86	286
" ..... A-K	4E	U	17	17	14	1	49	203
" ..... L-Z		U	19	6	16	1	42	187
" ..... A-K	5A	U	73	18	18		109	331
" ..... L-Z		U	74	10	20	1	105	353
" ..... A-K	5B	U	27	17	22		66	195
" ..... L-Z		U	40	18	22		80	248
"	5C	U	60	22	26	5	113	345
" ..... A-K	5D	U	60	16	21	2	99	267
" ..... L-Z		U	48	13	19	1	81	263
" ..... A-K	5E	U	62	21	26	1	110	322
" ..... L-Z		U	51	12	30	1	94	320
" ..... A-G	5F	U	46	19	27		92	308
" ..... H-O		U	53	17	18	4	92	303
" ..... P-Z		U	43	14	14	4	75	231
" ..... A-K	5G	U	50	15	49	1	115	256
" ..... H-O		U	38	9	51		98	371
" ..... P-Z		U	26	11	30		67	236
"	5H	U	28	11	47	4	90	288

HALIFAX—*Con.*

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour			Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Robert Emmett Finn.	James Joseph O'Connell.	John Joseph Power.			
Halifax City (Cité)....A-K	5I	U	48	18	22	.....	88	285
" ....L-Z	.....	U	37	12	34	.....	83	260
" ....A-K	5J	U	34	2	34	1	71	237
" ....L-Z	.....	U	46	10	37	.....	93	262
" ....A-K	6A	U	52	15	28	.....	95	341
" ....L-Z	.....	U	52	16	25	1	94	402
" ....A-E	6B	U	34	14	21	.....	69	284
" ....F-K	.....	U	38	17	35	.....	90	312
" ....L-P	.....	U	50	21	41	.....	112	334
" ....Q-Z	.....	U	39	11	35	.....	85	276
" ....A-F	6C	U	30	15	38	1	84	353
" ....G-L	.....	U	28	13	35	3	79	329
" ....M-P	.....	U	38	29	17	1	85	318
" ....Q-Z	.....	U	36	16	23	3	78	299
" ....A-K	6D	U	33	14	16	2	65	221
" ....L-Z	.....	U	26	14	7	.....	47	216
"	6E	U	19	19	30	.....	68	301
" ....A-C	6F	U	39	22	13	2	76	332
" ....D-J	.....	U	72	20	29	1	122	412
" ....K-M	.....	U	53	31	19	5	108	345
" ....N-S	.....	U	46	20	13	1	80	278
" ....T-Z	.....	U	20	12	12	.....	44	171
"	6G	U	44	14	8	1	67	284
Dartmouth, Town (Ville)..A-B	31A	U	36	20	14	.....	70	278
" .C-D	.....	U	39	29	19	2	89	323
" .E-H	.....	U	53	26	28	1	108	415
" ..I-L	.....	U	17	8	9	1	35	194
" .M-N	.....	U	54	28	25	.....	107	442
" .O-R	.....	U	38	11	11	2	62	208
" ..S-T	.....	U	41	25	20	2	88	307
" ..U-Z	.....	U	33	7	11	.....	51	225
" .A-G	31B	U	57	12	26	.....	95	340
" .H-O	.....	U	40	17	24	.....	81	307
" ..P-Z	.....	U	32	11	21	1	65	218
" ..A-B	31C	U	47	39	14	.....	100	372
" C	.....	U	38	25	16	1	80	246
" .D-F	.....	U	53	42	16	.....	111	350
" .G-H	.....	U	51	40	23	3	117	362
" ..I-L	.....	U	52	30	11	1	94	311
" .....M	.....	U	23	52	20	6	101	387
" .N-R	.....	U	54	25	14	1	94	319
" ..S-T	.....	U	41	33	20	2	96	340
" ..U-Z	.....	U	42	26	10	10	88	273
Halifax County (Comté).....	7A	R	57	5	14	.....	76	233
"	7B	R	34	2	46	.....	82	192
"	8	R	62	7	14	.....	83	203
"	9	R	65	.....	23	.....	88	192
"	10	R	55	33	50	2	140	231
" ..A-K	11	R	55	.....	16	.....	71	278
" ...L-Z	.....	R	33	.....	10	.....	43	177
" ..A-H	12	R	53	1	20	.....	74	324
" ....I-Z	.....	R	21	1	5	1	28	136
"	13	R	35	1	9	2	47	247
" ...A-E	14	R	75	15	39	.....	129	324
" ...F-L	.....	R	69	17	33	1	120	404
" ...M-P	.....	R	68	8	27	.....	103	317
" ...Q-Z	.....	R	85	13	22	1	121	281
" ..A-G	15	R	67	23	37	.....	127	333
" ..H-M	.....	R	59	13	18	.....	90	235
" ...N-Z	.....	R	41	6	19	.....	66	255
" ...A-L	16	R	35	.....	27	2	64	326
" ..M-Z	.....	R	23	.....	28	1	52	326

HALIFAX—*Con.*

Polling Divisions. — Arrondissements de scrutin. Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Ballots cast for — Bulletins déposés pour Robert Emmett Finn.	James Joseph O'Connell.	John Joseph Power.	Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Halifax County (Comté)	17A	R	31	11	19		61	196
" ..A-K	17B	R	49	7	21	1	78	209
" ...L-Z		R	55	12	16	2	85	220
" ...A-L	18	R	24	5	22	1	52	179
" ..M-Z		R	31	3	54		88	424
" ...A-J	19	R	14		8		22	175
" ..K-Z		R	17	2	11		30	167
"	20	R	28	3	19	1	51	227
" ..A-K	21	R	27		37		64	225
" ...L-Z		R	38		29	2	69	464
"	21A	R	14	7	1		22	102
" ..A-K	22	R	56	1	23		80	349
" ...L-Z		R	36	2	16		54	205
"	23	R	115	16	49	4	184	263
" ...A-L	24	R	24	5	13	2	44	160
" ..M-Z		R	75	13	38		126	505
" ...A-L	25A	R	57		34		91	289
" ..M-Z		R	38	4	26		68	275
"	25B	R	23		25		48	115
"	26A	R	33		13		46	265
" ..A-K	26B	R	46	1	5		52	257
" ...L-Z		R	27	1	7	1	36	214
" ...A-L	27A	R	25	3	14		42	140
" ..M-Z		R	33	2	32		67	220
" ..A-K	27B	R	31	2	45		78	325
" ...L-Z		R	38	3	80	3	124	311
" ...A-J	28A	R	90	4	35		129	365
" ..K-Z		R	104	3	73	1	181	181
"	28B	R	38	6	30		74	124
"	29	R	62	2	44		108	204
"	30	R	18	2	3	2	25	262
"	31D	R	41	4	7	2	54	256
"	31E	R	64	4	39		107	299
" ...A-E	31F	R	64	31	34	5	134	333
" ...F-L		R	54	22	17	1	94	266
" ..M-P		R	71	35	26		132	295
" ...Q-Z		R	42	17	15	4	78	185
" ..A-K	31G	R	37	52	15		104	309
" ...L-Z		R	33	58	11	2	104	290
" ..A-K	32A	R	34	13	18	1	66	275
" ...L-Z		R	18	12	31	1	62	152
"	32B	R	69	1	16	1	87	309
" ..A-K	33	R	54	19	34	3	110	383
" ...L-Z		R	61	20	30		111	352
" ..A-K	34	R	42	17	46		105	453
" ...L-Z		R	54	19	14	1	88	
"	35	R	37	3	20		60	141
" ..A-K	36	R	65	8	10		83	295
" ...L-Z		R	57	3	11	1	72	267
" ..A-K	37	R	57	3	15	1	76	212
" ...L-Z		R	70	2	22	1	95	255
"	37A	R	31	1	12	1	45	128
"	38	R	50	4	23		77	296
"	39	R	30	1	16		47	109
Halifax Advance Poll (Bureau provisoire)			2		1		3	
Totals—Totaux	180		8,668	2,409	4,796	200	16,073	54,994

Majority for / Majorité pour **Robert Emmett Finn,** over (sur) **John Joseph Power, 3,872. / James Joseph O'Connell, 6,259.**

SESSIONAL PAPER No. 34a

SHELBURNE AND (ET) QUEEN'S Population—1921, 23,435.

Cause of vacancy.—Acceptance by the Honourable William Stevens Fielding of an office of emolument under the Crown, December 29, 1921.

Cause de la vacance.—L'acceptation par l'Honorable William Stevens Fielding d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } L. W. Drew, Liverpool, N.S.

Writ dated, Dec. 30, 1921.
Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable William Stevens Fielding.

PROVINCE OF NEW BRUNSWICK
PROVINCE DU NOUVEAU-BRUNSWICK

GLOUCESTER Population—1921, 38,684.

Cause of vacancy.—Acceptance by Onésiphore Turgeon of an office of emolument under the Crown, October 26, 1922.

Cause de la vacance.—L'acceptation par Onésiphore Turgeon d'une charge rétribuée sous la Couronne, le 26 octobre 1922.

Returning officer / Officier rapporteur } Arthur J. Meahan, Bathurst, N.B.

Writ dated, Oct. 27, 1922.
Bref émis le 27 oct. 1922.

Nomination { November 20, 1922. / le 20 novembre 1922.

Acclamation:—John G. Robichaud.

WESTMORELAND Population—1921, 53,387.

Cause of vacancy.—Acceptance by Honourable Arthur Bliss Copp of an office of emolument under the Crown, December 29, 1921.

Cause de la vacance.—L'acceptation par l'Honorable Arthur Bliss Copp d'une charge rétribuée sous la Couronne, le 29 décembre 1921.

Returning officer / Officier rapporteur } I. Newton Killam, Dorchester, N.B.

Writ dated, Dec. 30, 1921.
Bref émis le 30 déc. 1921.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable Arthur Bliss Copp.

PROVINCE OF BRITISH COLUMBIA
PROVINCE DE LA COLOMBIE BRITANNIQUE

KOOTENAY EAST (EST) Population—1921, 19,137

Cause of vacancy.—Acceptance by Robert Ethelbert Beattie of an office of emolument under the Crown, February 8, 1922.

Cause de la vacance.—L'acceptation par Robert Ethelbert Beattie d'une charge rétribuée sous la Couronne, le 8 février 1922.

Returning officer / Officier rapporteur, Ira James Brown, Fernie, B.C.

Nomination { February 28, 1922. / le 28 février 1922.

Writ dated, Feb. 10, 1922. / Bref émis le 10 fév. 1922.

Election { March 14, 1922. / le 14 mars 1922.

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour		Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Thomas Harold Bronsdon.	Hon. James Horace King.			
Field	1	R	27	89	1	117	160
Golden	2	R	19	113	2	134	238
" Station	2	R	24	97	2	123	235
Moberly	3	R	11	12	.....	23	31
Ford	4	R	1	16	.....	17	28
Donald	5	R	19	20	.....	39	66
Beavermouth	6	R	4	8	.....	12	25
Six Mile Creek	7	R	3	5	1	9	15
Parson	8	R	2	22	.....	24	39
McMurdo	9	R	4	18	.....	22	42
Galena	10	R	12	8	.....	20	46
Brisco	11	R	17	13	.....	30	51
Castledale	12	R	18	14	.....	32	49
Edgewater	13	R	2	5	.....	7	7
Radium Hot Springs	14	R	2	40	.....	42	60
Athalmer	15	R	11	46	.....	57	81
Wilmer	16	R	16	60	.....	76	112
Invermere	17	R	16	75	1	92	113
Windermere	18	R	6	19	.....	25	64
Fairmont Hot Springs	19	R	.....	7	.....	7	8
Canal Flats	20	R	.....	8	.....	8	11
Wasa	21	R	13	19	1	33	33
Fort Steele	22	R	23	75	1	99	131
Mayook	23	R	1	7	.....	8	17
Wardner	24	R	25	42	.....	67	78
Waldo	25	R	63	63	1	127	208
Newgate	26	R	1	21	.....	22	25
Wattsburg	27	R	20	34	.....	54	54
Moyie	28	R	15	32	1	48	62
Yahk	29	R	26	83	1	110	110
Kingsgate	30	R	11	24	.....	35	36
Meadow	31	R	2	31	.....	33	100
Cranbrook 1	32	U	99	118	.....	217	333
" 2	.....	U	51	95	.....	146	214
" 3	.....	U	90	126	2	218	308
" 4	.....	U	79	106	2	187	290
" 5	.....	U	59	82	1	142	210
" 6	.....	U	91	106	1	198	293
Wycliffe	33	R	17	60	1	78	111
Marysville	34	R	12	23	2	37	47
Kimberly	35	R	71	109	1	181	223
Sullivan Mine	36	R	33	44	.....	77	99
Ta Ta Creek	37	R	2	11	.....	13	20
Skookumchuck	38	R	16	23	1	40	69
Flagstone	39	R	8	13	.....	21	28
Fernie 1	40	U	84	98	.....	182	295
" 2	.....	U	95	128	1	224	330
" 3	.....	U	81	111	1	193	297
" 4	.....	U	78	102	.....	.....	285
" 5	.....	U	53	58	2	182	189

SESSIONAL PAPER No. 34a

KOOTENAY EAST (EST)—*Con.*

Polling Divisions. — Arrondissements de scrutin.			Ballots cast for — Bulletins déposés pour		Rejected ballots. — Bulletins rejetés.	Total vote. — Vote total.	Voters on list. — Electeurs sur la liste.
Name—Nom.	No.	Urban or rural. — Urbain ou rural.	Thomas Harold Bronsdon.	Hon. James Horace King.			
West Fernie	41	R	108	47	4	159	195
Baynes Lake	42	R	10	49	.....	59	73
Jaffray	43	R	10	31	.....	41	69
Bull River	44	R	12	72	1	85	138
Elk Prairie	46	R	7	17	.....	24	33
Caithness	47	R	16	7	.....	23	41
Hosmer	48	R	1	13	.....	14	31
Morrissey Mines	49	R	.....	7	.....	7	10
Elko	50	R	9	51	1	61	111
McGuire	51	R	8	28	2	38	57
New Michel	52	R	52	86	.....	138	201
Michel	53	R	99	86	.....	185	343
Crows Nest	54	R	12	17	.....	29	40
Coal Creek	55	R	91	41	.....	133	177
Corbin	56	R	7	111	.....	118	117
Galloway	57	R	4	8	.....	12	19
Advance Poll—							
Field	1	.....	.....	9	.....	9	.....
Golden	2	.....	.....	.....	.....	.....	.....
Cranbrook	3	.....	64	4	.....	68	.....
Totals—Totaux	68	.....	1,943	3,223	35	5,201	14,634

Majority for / Majorité pour } **Honourable James Horace King, 1,280.**

PROVINCE OF SASKATCHEWAN
PROVINCE DE LA SASKATCHEWAN

REGINA

Population—1921, 49,977.

Cause of vacancy.—Acceptance by Honourable William Richard Motherwell of an office of emolument under the Crown, January 3, 1922.

Cause de la vacance.—L'acceptation par l'Honorable William Richard Motherwell d'une charge rétribuée sous la Couronne, le 3 janvier 1922.

Returning officer / Officier rapporteur } Thomas Brown Patton, Regina, Sask.

Writ dated, Jan. 3, 1922.
Bref émis le 3 janvier 1922.

Nomination { January 19, 1922. / le 19 janvier 1922.

Acclamation:—Honourable William Richard Motherwell.

THE

GENOA CONFERENCE

FOR THE

ECONOMIC AND FINANCIAL RECONSTRUCTION OF EUROPE

April 10 to May 19, 1922

Joint Report of the Canadian Delegates:
SIR CHARLES GORDON, G.B.E., *and* PROFESSOR EDOUARD MONTPETIT, K.C., LL.D., M.R.S.C.

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

MONTREAL, October 10, 1922.

To the Right Honourable W. L. Mackenzie King, C.M.G., LL.D., M.P., Prime Minister.

SIR,—We have the honour to submit the following report on the Genoa Conferencee held from April 10 to May 19, which we attended as Delegates for the Dominion of Canada.

We have the honour to be, Sir,

Your obedient servants,

CHARLES GORDON.
EDOUARD MONTPETIT.

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PART I

GENOA CONFERENCE

Conditions Previous to the War.

Before taking up the work of the Genoa Conference and the reports and resolutions which were finally adopted, it may be useful, in order to appreciate the situation which existed in Europe and the world, and led to the Conference, to review briefly the financial and economic position which the Conference was faced with and with which it was called upon to deal.

Generally speaking, the policy of almost all the countries of Europe and indeed of the world for the hundred years preceding the war, had been to develop along sound economic lines, their principal effort being exerted in developing those resources which were based on the natural wealth of the country, and the establishment of industries which followed as a natural result of such development.

These are no doubt sound principles to follow viewed from an economic point of view, but they gradually led to an interdependence on the part of the whole world which was difficult to realize and was little understood until the war. It was so easy for each country to supply from some other those commodities which they did not produce themselves that they did not realize what it meant to be cut off from supplies which they lacked. In some countries the food supplies were cut off, in others, clothing supplies, in others, coal, cotton or wool, iron, etc. Almost every great industrial country found that they must have access to the supplies of raw materials from other lands if they were to make full use of the great manufacturing establishments together with the skilled labour built up as the result of the progressive industrial development of the hundred years previous to 1914, a period in the world's history of greater progress of this nature than all the ages which had gone before. The whole industrial, financial and economic system was so nicely balanced when war broke out in 1914 that difficulties of exchange and credit were hardly perceptible. Each country knew just what they had to export in order to pay their debts, and, in case of being forced to borrow, about how much they could borrow without straining their credit. The result was steady exchanges.

Economic Consequences of the War.

But the war came on and wiped out much of the accumulated wealth which had taken hundreds of years to call into existence, and the aftermath of the war has shown that these assets could not be restored except by an orderly return to normal conditions and that there is no way of suddenly calling into existence and replacing the wealth which has been swallowed up and has disappeared for ever. No such upheaval and destruction of accumulated capital and resources had ever taken place in the history of the world as that produced by the Great War; and what had taken centuries to produce had been swept away, so to speak, in a night. There were many who did not

realize the extent of the disaster, and who pointed to the experiences of former wars and the rapidity with which normal conditions became restored; and it was thought by many, especially those who were removed from the immediate consequences, that very soon conditions would right themselves.

The Period of Reconstruction.

The signing of the Armistice on November 11, 1918, was followed by the Treaty of Versailles, and it was supposed that this event would inaugurate a period of reconstruction and genuine effort to repair the destruction of the war. Extensive plans were made by many Governments to do so, but, unfortunately instead of these grandiose schemes leading to an orderly return to real improvement and needed reconstruction, they produced the most artificial and disastrous situation in Europe and elsewhere that has ever been known.

Practically every country in the world—both those that took part in the war and those that did not—entered a period of national extravagance and have been face to face with labour troubles, inflation, mounting prices, artificial profits, reckless expenditures, followed by depression, deflation, discontent, and, in many countries, national bankruptcy.

The Political Situation.

The political situation, brought about by the industrial conditions mentioned above, was causing great anxiety to those responsible for the direction of governments in practically all the countries of the world, and many States, in addition to France, possessed a devastated area as an aftermath of the war. Britain's devastated area was her manufacturing districts, with smokeless chimneys and some 2,000,000 people out of work and existing from day to day on doles. Even the United States, in spite of the idea entertained by many people that they are self-sustaining and only remotely interested in European affairs, were having a bad time commercially, and our own country, Canada, was showing enormous decreases in imports and exports, and an unemployment problem of our own. On the other hand, experiments in new forms of Government had in the meantime been tried in Russia, and Utopian ideas were being exploited by a communistic government which endeavoured to prove that the interdependence of society and governments could be done away with and that it was possible to extend the simple government of the commune to the whole modern state. Every one knows what the result of these experiments has been and the hopeless chaos into which it has thrown the whole Russian Empire.

The war, and the events following mentioned above, have consequently completely wiped out all normal conditions and business methods in many of the states of Europe, and every country has learned the lesson that such an interdependence of interest exists in the world to-day that no real start can be made in the direction of permanent improvement until the nations which have suffered most from the effects of the war are given political, economic and financial assistance and advice such as will put them on their feet again.

This was the great object of the Genoa Conference, and it must be admitted it was a worthy object, and well worth putting forth a mighty effort to accomplish. It was in the interest of the whole world and not only of Europe that this great conference at Genoa was summoned.

THE CONFERENCE

The Genoa Conference may be called a great Conference because such importance was attached to it that not only the five Great Powers, Great Britain, France, Italy, Japan and Belgium, but every country in Europe, with the exception of Turkey, was represented. It was the most important World's Conference held since the Armistice.

It was considered of such importance that the foremost politicians, diplomatists, leaders of industry, experts and advisers, were sent by the thirty-four countries represented. They came to Genoa with an earnest desire to solve some of the problems which confronted Europe and the world and had the necessary authority from their various governments.

The Delegates.

The participating Powers were represented by Plenipotentiary Delegates as follows:—

A.—Countries entitled to five Delegates.

BELGIUM:
M. Theunis,
M. Jaspar,
M. Delacroix,
M. Lepreux.

FRANCE:
M. Louis Barthou,
M. Camille Barrere,
M. Colrat,
M. Jacques Seydoux,
M. Ernest Picard.

JAPAN:
Baron Hayashi,
Viscount Ishii,
M. Kengo Mori,
M. Moroi,
M. Sato.

GREAT BRITAIN:
The Rt. Hon. David Lloyd George,
The Most Hon. The Marquess Curzon of Kedleston,
The Rt. Hon. Sir Robert Horne,
The Rt. Hon. Sir Laming Worthington-Evans,
Sir Philip Lloyd-Greame.

CANADA:
Sir Charles Blair Gordon,
Prof. E. Montpetit.

AUSTRALIA:
The Rt. Hon. Sir J. Cook.

SOUTH AFRICA:
The Hon. Sir Edgar Walton.

INDIA:
Mr. Dadiba Merwanjee Dalal.

ITALY:
S. E. l'On. Avv. Luigi Facta,
S. E. l'On. Dott. Carlo Schanzer,
S. E. l'On. Dott. Camillo Peano,
S. E. l'On. Conte Avv. Teofilo Rossi,
S. E. l'On. Avv. Giovanni Battista Bertone.

GERMANY:
Dr. Wirth,
Dr. Rathenau,
Dr. Hermes,
M. Schmidt,
Dr. Havenstein.

RUSSIA:
M. Georges Tchitcherine,
M. Leonide Krassine,
M. Maxime Litvinoff,
M. Adolphe Joffe,
M. Christian Rakowski.

B.—Countries entitled to two delegates.

ALBANIA:
S. E. Mehdi,
Bey Fracheri,
Dr. B. Blinishti.

AUSTRIA:
S. E. M. Jean Schober,
S. E. M. Alfred Gruenberger.
Del. Supt. M. Richard Schueller.

BULGARIA:
S. E. M. Alexandre Stambulisky,
S. E. M. Marko Tourlakoff.

CZECHOSLOVAKIA:
Dr. Edouard Benes,
Dr. Stepan Osusky.

DENMARK:
M. H. A. Bernhoft,
M. Emil Glueckstadt.

ESTHONIA:
S. E. M. Georges Westel,
S. E. M. Otto Strandman.

FINLAND:
M. J. H. Vennola,
M. Ch. Enckell.

GREECE:
S. E. M. D. Gounaris,
S. E. M. L. Kanakaris Roufos,
M. J. Mallah.

ICELAND:
M. Sveinn Bjornsson.

LATAVIA:
M. Z. A. Meierowics,
M. R. Kalings,
Del. Sup. MM. Walters, Lasdin.

LITHUANIA:
M. E. Galvanauskas,
M. T. Norus-Narusevicus.

LUXEMBOURG:
M. Emile Reuter.

NORWAY:
M. Johan Ludwig Mowinckel,
M. Johannes Irgens.

HOLLAND:
Jonkheer Ch. J. M. Ruys De Beerenbrouck,
Jonkheer H. A. van Karnebeek,
Del. Sup. M. R. J. H. Patijn.

POLAND:
M. Konstantj Skirmunt,
M. Gabrjel Narutowicz.

PORTUGAL:
S. E. M. Manuel Teixeira-Gomes,
S. E. M. Victorino Maximo de Carvalho Guimaraes.

ROUMANIA:
S. E. M. Ion I. C. Bratianu,
S. E. M. Costantin Diamandy.

SERBO-CROAT-SLOVENE KINGDOM:
S. E. M. Momtchilo Nintchitch,
M. Koumanudi,
Del. Sup. M. Krstelj.

SPAIN:
S. E. el Senor Don Venceslao Ramirez Marchese di Villaurrutia,
S. E. el Senor Don Pablo De Garnica,
S. E. el Senor Don Felipe Rodes.

SWEDEN:
S. E. M. Brantîng,
Dr. Trygger,
Sel. Sup. Dr. Unden M. Wallenberg.

SWITZERLAND:
M. Giuseppe Motta,
M. Edmond Schulthess.

HUNGARY:
S. E. le Comte E. Bethlen,
S. R. M. J. Teleszky.

Secretary General,
Barone C. ROMANO AVEZZANA.

British Section.

The British Section, composed of five delegates from Great Britain, two from Canada, one from Australia, one from South Africa, one from New Zealand, one from India, accompanied by experts and advisers, numbered close on one hundred.

Canadian Delegation.

The Government of the Dominion of Canada decided to send two delegates, to act with delegates of other parts of the British Empire, or, if they saw fit, to take up an independent line of action if decisions were being taken which they thought to be detrimental to Canadian interests.

We are pleased to state that from Mr. Lloyd George and every member of the British delegation we received the utmost consideration, and every opportunity was afforded us to secure an intimate knowledge of all negotiations even of the most private nature.

At all meetings of a special or confidential character notes were taken which were immediately passed on to us for our information.

Canada no doubt is not vitally interested in some of the political questions with which the conference was called to deal, but she is as much interested as any other great trading nation in doing what she can to restore Europe to a sound basis.

The export trade of Canada is largely dependent on the prosperity of Europe, and the latest figures obtainable show that of all the thirty-four nations represented at Genoa, Canada stood near the top of the list in importance of total trade, the actual position being third, with only Great Britain and France ahead of her, whilst in value of total trade per head of population, she stood first.

The Canadian staff comprised Sir Charles Gordon and Professor Edouard Montpetit, the Delegates, who were Plenipotentiary Delegates, and Mr. A. R. Doble and Mr. Gerard Parizeau, their Secretaries.

The Press.

In spite of the impression which certain sections of the Press aimed at conveying as to the doubtful importance of Genoa, some eight hundred representatives of the Press of the world were present from first to last at the Con-

ference. Every important news distributing agency in the world was either directly or very closely represented. No further proof than this is required of what the press thought of the importance of Genoa, as no such gathering of the representatives of the press had ever assembled before at any conference.

Preliminary Meetings Previous to Genoa.

In order that the proceedings of the Conference and the published reports accompanying this document may be easily understood, it is necessary to refer briefly to the negotiations which led to the Genoa Conference.

Reference has already been made to the serious political situation existing throughout the continent of Europe due to unemployment and many other causes.

Cannes Resolutions.

Seized with the seriousness of this situation and the immediate necessity for peace and the cessation of the wars actually commenced and threatened in Eastern Europe, Mr. Lloyd George laid before the Supreme Council of the Allied Powers on January 6, 1922, at Cannes, a draft resolution which became the basis of the so-called Cannes Resolutions.

The Supreme Council of the Allied Powers consists of representatives of France, Great Britain, Belgium, Italy, Japan.

The Cannes Resolutions therefore became the basis of the Genoa Conference.

These Resolutions defined the scope of the inquiry and instructions upon which the agenda for the Conference could be drawn up, and are fully set out in Annex A and B.

This document briefly explained the situation calling for action, and indicated the lines along which the agenda for the Conference might be submitted. It is expressly stated that each State must see to the management of their own internal affairs without dictation from without.

After pointing out the need for foreign capital, it proceeds to state under what conditions nations who require credits may best expect to secure them. In addition to those European countries, already members of the League of Nations, it extends an invitation to Russia to send delegates to Genoa; an invitation to the United States of America, which, however, for reasons stated in a memorandum issued by Mr. Hughes, the Secretary of State, was not represented, and also an invitation to Germany.

The Cannes Resolutions conclude with an outline agenda, which proposes that the Conference deal with the whole situation under four general headings, for which purpose it could split up into four separate sub-commissions:—

1. Sub-commission to be designated Political sub-commission, to deal with the Russian problem.
2. Financial sub-commission on Currency, Credit and Exchange.
3. Economic sub-commission on Customs Tariff, Import and Export.
4. Transport sub-commission (Annex B).

It will be noted that any reference to subjects supposed to have been settled by the Treaty of Versailles was carefully excluded from the Cannes Resolutions, and that no provision was made in the agenda at Genoa for any

discussion of the question of German Reparations. This report may not be the place for a discussion of this subject, but many of the foremost statesmen and financiers of Europe and America believe that the question of further credits to Europe, and indeed the whole financial situation of the world, is so intimately connected with German Reparations and the adjustment or cancellation of inter-allied debts, that it is impossible to settle the one without the other.

THE LONDON EXPERTS' REPORT

The next step in the proceedings was to call together a Committee of Experts composed of representatives from the powers responsible for the summoning of the Conference, who could later meet at Genoa. The duty of these experts was to examine the suggested agenda, study the situation further, and frame draft resolutions for consideration by the Conference when it actually met at Genoa on April 10, 1922. This committee met in London on February 15, 1922, and a copy of the draft resolutions is herewith attached (Annex C).

This preliminary work was carried out principally by permanent officials of the countries interested, assisted by advisers and exports, and was for the purpose of having something of a definite nature to place before the delegates who would meet at Genoa on April 10. It will be readily understood that in order to save time and prevent the opening meeting of the Conference at Genoa from assuming the nature of a general discussion, a definite program of some sort had to be prepared beforehand.

Opening Session.

The Conference met in Plenary Session in the Palazzo San Giorgio at Genoa on April 10, 1922.

Procedure.

At the first Plenary Session of the Conference held on the 10th of April, 1922, it was decided to appoint four commissions to deal with the various questions set out in the agenda (Annex A). The subjects were allotted to the several commissions as follows:—

No. 1 Commission—

POLITICAL

(*a*) Examination of the methods of putting into practice the principles contained in the resolution reached at Cannes on the 6th January, 1922.
(*b*) The establishment of European peace on a firm basis.
(*c*) Essential conditions for re-establishment of confidence without injury to existing treaties.

No. 2 Commission—

FINANCIAL SUBJECTS

(*a*) Currencies.
(*b*) Central Banks and Banks of issue.
(*c*) Public Finance in relation to reconstruction.
(*d*) Exchanges.
(*e*) Organization of public and private credit.

No. 3 Commission—

ECONOMIC AND COMMERCIAL SUBJECTS

(*a*) Facilities and guarantees for the import and export of commercial products.
(*b*) Legal guarantees for the re-establishment of commerce.
(*c*) Protection of industrial property and copyrights.
(*d*) Status of consuls.
(*e*) Admission and position of foreigners in regard to the conduct of business.
(*f*) Technical assistance to industrial reconstruction.

No. 4 Commission:

TRANSPORT

(*a*) Transport by land.
(*b*) Maritime transport.

PART II

REPORTS AND RESOLUTIONS

Discussion of the various Commissions:

The Conference sat from April 10th until May 18th and the Resolutions adopted at the last Plenary Session were the final recommendations of the four Sub-commissions mentioned above and are contained in printed reports attached to this report. The proceedings were carried on in Italian, French and English.

The report speaks for itself, but it will be in order for us to add something by way of explanation for the information of those who will not find time to read the full report.

If the official report of the Conference is consulted it will be found that, with exception of the first Commission, which dealt, principally with Russia, the other Commissions, namely: 2, 3 and 4, all reached definite conclusions which are embodied in the resolutions.

The resolutions of these three Commissions, with a few unimportant reservations, were agreed to by all countries represented.

It became apparent from the commencement of the Conference, and indeed before the delegates assembled at Genoa, that two influences were at work which would make progress difficult.

First, the local political situation which existed in some of the principal countries represented, notably Great Britain, France, Germany, Russia and Italy; all these countries had political parties, some for and some against the Conference.

Second, by the bitter hostility of a section of the press in several countries to the Conference clearly evidencing a determination to wreck it if possible.

Fortunately neither of these influences were reflected in the attitude of the delegates themselvs, although it was bound to have some effect on their deliberations. There was however a determined effort put forth both by Mr. Lloyd George and by all the delegates to take advantage of the presence at Genoa of such an important body of statesmen and experts to arrive at conclusions which would at least be a step in the direction of the peace and reconstruction of Europe.

The discussions of the various Commissions, Sub-Commissions and Committees were carried on in the most friendly spirit, and one can have no hesitation in saying that a result of the Conference was the establishment of a spirit of mutual confidence which was greatly needed and will work for much good feeling in future negotiations.

These remarks apply to both the Russian and German delegates although the Conference failed to clear up the Russian situation.

In order to keep the British Empire Delegation informed promptly as to what was happening at the meetings of the various Commissions and Sub-Commissions, arrangements were made for the British Secretaries, at the conclusion of the meetings, to prepare a brief summary of the salient features of the meetings. These summaries were immediately circulated for the information of the British delegates.

Telegrams dealing with the political situation were circulated in addition to the British Secretary's Minutes of the informal meetings. Draft resolutions were also circulated whenever possible and considered in advance by Members or Experts of the British Empire Delegation.

FIRST COMMISSION

The Russian Problem:

Dealing with the results themselves, first we must say a word regarding Russia. More time was taken up with the consideration of the Russian problem than any other which came before the Conference, and the most important and influential delegates devoted themselves to it continuously. It was felt that upon a satisfactory settlement of this question much depended, as the economic reconstruction of Eastern Europe cannot proceed far if Russia is left out. The British Delegation were very much of this opinion and Mr. Lloyd George and his colleagues and advisers gave long and earnest consideration to it in the hopes of finding some formula which would form a safe position for the working out of an international treaty with Russia.

The Treaty of Rapallo:

Within a week, however, of the opening meeting of the Conference on April 10th, came the announcement of the Russo-German Treaty of the 16th of April 1922 (Annex D).

This Treaty came as a complete surprise to all the nations assembled and created a situation which rendered it doubtful for a time as to whether negotiations with Russia and Germany could go on. It was decided to continue negotiations with Russia, but it was intimated to the German delegation on April 18th 1922 (Annex E), that they would not be expected to participate any further in negotiations for an agreement between Russia and the various countries represented at Genoa.

The German Delegation accepted this decision in a note received the same day (April 18th) and signed by the German Chancellor Wirth (Annex F).

This event, however, happening as it did almost at the commencement of the Conference, created an atmosphere of suspicion and want of confidence very difficult to remove.

Memorandum to Russia.

It would take too much time to go into the details of the many meetings, both formal and informal, held with the Russians, who were represented by Tchitcherin, Krassin, Litvinoff and a large staff of advisers, but we will endeavour briefly to set forth the objectives aimed at and why it was impossible to reach them.

The idea in inviting the delegates from Soviet Russia was to prepare a treaty by which those nations present at the Conference would agree to recognize the Soviet Government. Certain conditions were laid down as essential:—

1. Recognition of the debts of Russia, both Government and private, to other Governments and their Nationals.
2. The restoration of private property to foreign Nationals.

Other clauses provided for the safeguarding of foreigners in Russia and the Administration of Justice.

To carry out this programme it was proposed to set up:—

(*a*) An Arbitration Commission which would form the court of last resort if disputes arose which could not be settled by the claimants and the authorities appointed by Russia to settle claims;

(*b*) Mixed Arbitral Tribunals to deal with property.

The Arbitration Commission was to consist of five members: one member from Russia, one from foreign claimants, two members and a president appointed by President of the Supreme Court of the United States, or, failing him, by the Council of the League of Nations, or the President of the Permanent Court of International Justice at the Hague. The mixed Arbitral Tribunals were to consist of one member appointed by Russia, one member appointed by the Government of the Nationals concerned, and a President appointed by the President of the Arbitration Commission.

It was expressly intimated to Russia that no counter claims by Russia would be admitted if they were based on losses sustained during the Revolution in Russia since the war.

No promises of direct loans were made to Russia even if the above conditions were agreed to, but it was pointed out that recognition of the Soviet Government would result in an immediate resumption of trade by the nationals of many countries and that capital and guarantees would be provided by Great Britain and other countries to finance private enterprises in Russia.

These conditions were embodied in a memorandum which was handed to the Russian delegation on May 3rd, 1922 (Annex G.).

Belgian and French attitude.

Belgium protested against the memorandum to Russia as far as private property was concerned. She firmly stood for the principle of restitution of property owned by foreigners in Russia, asking that all property be returned and opposing a flat refusal to the kind of possessive use of such property or possible compensation which was proposed. The other Powers having voted her down on this issue, she decided to quit the negotiations and to refuse to sign the statement of conditions. This attitude won the adherence of France, who reserved her final approval pending further instructions from the French Government. So the memorandum was handed to the Russians without the signature of Russia's most important creditors.

Russian Answer.

On May 11th, the Russians, who had been refused the large Government loan they asked for, sent a long reply to the proposal set forth by the Powers which rendered impossible any Economic agreement (Annex H.). The conditions laid down by the Powers to restore commercial activity were rejected, but the Russians proposed that a Commission of experts be appointed to study more fully Russia's financial situation. Meanwhile the other questions raised by the Agenda, namely, the pact of non-aggression, could be discussed, the Russian Delegation offering to remain in Genoa.

Final decisions.

These suggestions were taken into consideration. A meeting of the Inviting Powers took place at the Villa d'Albertis on Sunday, May 14th, 1922 (Annex I.), and the following decisions were reached which, having previously been communicated to the Russian Delegation, were finally adopted by the First Commission at its meeting of May 18th and confirmed at the Final Plenary Session, May 19th, 1922, namely: A non-Russian Commission of Experts would be called at The Hague, on June 15th, and, after a preliminary discussion, would meet a Russian Commission on June 26th to discuss fully the Russian financial conditions and endeavour to arrive at joint recommendations. Meanwhile a pact to refrain from acts of aggression founded on the existing *status quo* and an agreement against propaganda were entered into by Russia and the participating governments (Annex J.).

SECOND COMMISSION

The Second Commission which was appointed by the Conference to deal with financial subjects was presided over by Sir Robert Horne, British Delegate. It appointed three Sub-Commissions to deal separately with Currency, Credits and Exchange.

The Currency Sub-Commission constitute a committee of experts, the report of which was received on April 16.

The Exchange Sub-Commission referred the proposals laid down before it to the same Committee of Experts and received a report on April 19.

These two reports and the resolutions framed by the experts were adopted by the sub-commissions with necessary modifications by the Commission, at a meeting held on April 20.

The Sub-Commission on Credits held several meetings and recommended resolutions which were adopted by the Commission at a meeting on April 29.

The resolutions so adopted based on the Report of the Third Sub-Commission, numbered 19, and were endorsed by the Conference at the Second Plenary Session held on May 11, 1922 (Annex K). The resolutions are of general character and constitute a sort of financial code. It will be noted that the resolution 12 recommended that the Bank of England be requested to call a meeting of central banks to make recommendations to the Governments for an International Monetary Convention. This interested Canada whose financial situation although sound and solid, rests, for future development, on the economic restoration of foreign markets.

THIRD COMMISSION

The Third Commission had been appointed to consider the proposals of an economic character. At its first meeting, which took place on April 12, Mr. Maurice Colrat, French Delegate, was elected to the chair.

The Commission decided first to base its labour on the London Experts' Report. Two sub-commissions were appointed: the first one to examine articles 41 to 53 of the London Report, that is all those relating to customs tariffs and restrictions; the second one to examine articles 54 to 57 of the same report relating to treatment of foreigners in the conduct of business and protection of industrial property.

Although the Genoa Conference was not a Labour Conference, still Labour could not be omitted, being a most important economic factor, and a technical committee, presided over by Mr. Fagnot, French expert, was entrusted by the first sub-commission with the consideration of questions relating to it. One of the Canadian representatives, Professor Edouard Montpetit, attended the meetings of this committee and acted as advisor to the British expert, Mr. Hutchinson.

The Commission received the reports of the two sub-commissions at the Plenary meetings held respectively on April 20 and May 5, and approved twenty-five articles which were recommended to and endorsed by the Conference at the Plenary Session of May (Annex L).

Canada was directly interested in all the questions submitted to the examination of the Third Commission, namely: Customs Tariffs, Treaties and Conventions, Dumping, Import and Export Prohibitions, Treatment of Foreigners in the Conduct of Business, Protection of Industrial Property, Agriculture and Labour. The solutions advocated might have had a bearing upon our commercial policy and the Canadian representatives had to discuss most carefully proposals like those which would have ended in the apportionment of raw materials, the granting of the most favoured nation clause or the repeal of all export prohibitions. To safeguard the future action of the Canadian Government, they proposed, with the assent of other Dominions' representatives, an additional article which was adopted. This article reads as follows:—

Additional article relating to extra-European Countries.

"The recommendations presented by the Economic Commission will be transmitted by the inviting states and all the invited European States to their respective Governments: and having regard to the fact that all the principles adopted by the Genoa Conference are an assurance, not only of the restoration of Europe, but also of an equitable treatment of commerce throughout the world, the Economic Commission, while recognizing the conditions peculiar to overseas countries, would highly appreciate if the Delegates of the invited extra-European states would be good enough to submit for the consideration of their Government the resolutions adopted by the Conference and expresses the hope that all other extra-European countries will accept them."

FOURTH COMMISSION

The Transport Commission appointed three sub-commissions to deal with the several questions submitted to its examination, namely: the Organizing sub-commission, the Railways sub-commission, and the Waterways sub-commission. Its task was concluded on April 26, 1922, and, from the reports of the sub-commissions, a draft resolution was prepared which was submitted to and adopted by the Conference at the Plenary Session held on May 11, 1922.

The Fourth Commission endeavoured to restore transportation and transit facilities in Europe by having formally endorsed the conclusions previously reached at Barcelona and Porto-Rose (Annex M).

This achievement is rightly considered as one of the most practical results of the Genoa Conference.

PART III

THE HAGUE CONFERENCE

I

PRELIMINARY MEETINGS

Powers Represented.

Following the invitation formally extended to all the nations represented at Genoa, Germany and Russia excepted, the delegates appointed by the thirty countries hereafter mentioned assembled at The Hague on June 20: Albania, Austria, Belgium, Bulgaria, Czecho-Slovakia, Denmark, Esthonia, France, Finland, Great Britain, Canada, Australia, New Zealand, India, Greece, Holland, Hungary, Italy, Japan, Latvia, Lithuania, Luxembourg, Norway, Poland, Portugal, Roumania, Serb-Croat-Slovene, Spain, Sweden, Switzerland. The United States would have been invited had they not decided not to join the proposed Conference.

British Delegation.

The British Delegation was composed of Sir Philip Lloyd Greame and Commander Hilton Young, for Great Britain; Doctor Edouard Montpetit, for Canada; Colonel Hogben, for Australia; Sir Francis Bell, for New Zealand; Mr. Dalal, for India. M. Gerard Parizeau acted as Doctor Montpetit's private secretary. The British Delegation included also seven advisers.

Opening Meeting:

The opening meeting of representatives of these non-Russian Powers took place at the Peace Palace at the Hague on June 15th 1922, and was presided over by Mr. Van Karnebeek, Minister of Foreign Affairs of the Netherlands Government. The official languages were French and English.

Purpose of the Preliminary Meetings:

The work of the Preliminary Conference was outlined by the following clauses adopted at Genoa by the First Commission at its Meeting of May 18th, 1922:

(*a*) The Powers agree that a Commission shall be appointed for the purpose of further consideration of the outstanding differences between the Russian Soviet Government and the other Governments, and for the purpose of meeting a Russian Commission similarly empowered.

(*b*) The names of the Powers represented in the non-Russian Commission, together with the names of the members of the Commission, will be communicated to the Russian Soviet Government, and the names of the members of the Russian Commission will be communicated to the other Governments not later than June 20th.

(*c*) The matters to be dealt with by these Commissions will comprise all outstanding questions relating to debts, private property and credits.

(*d*) The members of the new Commissions will be at the Hague on June 26th, 1922.

(*e*) The Commissions will endeavor to arrive at joint recommendations on the matters dealt with in clause (c).

Governmental Responsibilities:

These clauses were accepted by the Canadian Delegation at Genoa with the reservations mentioned in the minutes of a meeting held at the Villa d'Albertis on Sunday, May 14th, 1922, attended by the chiefs of the Inviting Powers. The aforesaid procès-verbal gives further details as to the work of the Commission which was to be appointed at the Hague, and explains to what extent the decisions reached were to bear upon the several Governments represented:

(*a*) The Powers represented at Genoa, other than Germany and Russia, shall be invited by the President of the Genoa Conference to send representatives to the Hague on June 15th 1922, for a preliminary exchange of views to consider the line of action to be adopted by the Commission of Experts towards the Russians.

(*b*) The representatives at the Hague will decide how the Commission which will be charged with the conduct of the negotiations with the Russian Commission is to be composed.

(*c*) The Governments represented at the preliminary exchange of views will, in the light of those discussions, intimate, unless they have already done so, whether or not they are willing to take part in the Commission. Unwillingness to do so on the part of a Government will not prevent the meeting of the Commission on behalf of other Governments.

(*d*) If no joint recommendations can be sustained by the Commission of Experts within a period of three months from June 26th, or if the joint recommendations are not accepted by the Governments concerned within one month after the date of the recommendations, each Government will be at liberty to make a separate agreement with the Russian Soviet Government on debts, private property and credits.

Character of the Preliminary Discussions:

All the delegates assembled at the Hague agreed at their first meeting that the preliminary discussions which were to take place would be in no way of a political character. The Preliminary Meeting was a meeting of practical business men, hammering out practical business propositions; and the Conference was not to be one of Plenipotentiaries engaged in the discussion of political questions. It was to aim at practical measures, and whatever would be the results attained after full liberty of discussion, they could only be *ad referendum* to the Governments. In fact, the Preliminary Conference had for its object the setting up of a Commission and the examination of the problem of how that Commission would work, namely: the size and composition of the Commission, whether it would divide into Sub-Commissions, and, if so, how these should be constituted, and their relations with the main Commission.

Composition of the non-Russian Commission:

The non-Russian Commission was composed by the Conference during the second meeting, which took place on June 16th, the following resolutions being adopted:

(*a*) That the non-Russian Commission should be composed of the Inviting Powers and anyone else who desired to be represented thereon; (each country being represented on the Main Commission by not more than two persons, with substitute delegates).

(*b*) That there should be three Sub-Commissions; one for property, one for credits and one for debts.

(*c*) That each Sub-Commission should be composed of representatives of eleven States, the President having the power, where he thought it advisable, to increase the number to thirteen.

(*d*) That each State should be represented by one member only on each Sub-Commission.

(*e*) That each expert should be accompanied by one secretary and one or more advisers, as decided by the Sub-Committees themselves.

The principal work of the main Commission was to co-ordinate and supervise the work of the Sub-Commissions.

On June 19th the President of the Conference was authorized to send a telegram notifying the Russian Government of the composition of the non-Russian Commission, in accordance with the Genoa resolutions.

Representatives on non-Russian Commission.

Austria
Belgium
Great Britain and British Dominions
Bulgaria
Czecho-Slovakia
Denmark
Esthonia
Latvia
Lithunia
Luxenburg
Norway
Poland
Portugal
France
Finland
Greece
Holland
Hungary
Italy
Japan
Roumania
Serb-Croat-Slovene
Spain
Sweden
Switzerland

Representatives on the Sub-Commissions.

Following the President's decision, the three Sub-Commissions were composed as follows:—

Property	*Debts*	*Credits*
Belgium	Belgium	Belgium
Great Britain	Great Britain	Great Britain
Finland	Denmark	Bulgaria
France	France	Czecho-Slovakia
Holland	Holland	Esthonia
Italy	Italy	France
Japan	Japan	Greece
Norway	Lithuania	Italy
Roumania and Serb-Croat-Slovene)	Serb-Croat-Slovene (Roumania)	Japan
Sweden	Spain	Latvia
Switzerland	Switzerland	Poland
		and Holland when her special interests are discussed.

The Dominions.

The Dominions agreed not to sit on the main Commission and the three Sub-Commissions, as the inquiry pursued by the Commission and Sub-Commission was to deal with mainly European interests, and the results of the deliberations were not to be binding on Governments, and were to take the form of recommendations which the several Dominions could know of later on.

The British Experts, it was thought, could take care of the few direct interests involved and consult the London representatives of the firms which had laid their claims against the Russian Soviet Government.

Russian Delegation.

On June 15th the Foreign Office was officially informed that the Russian Delegation was to be composed as follows:—

Chairman: M. Litvinoff; *Members:* MM. Krassin, Krestinsky, Rakovsky, Sokolnikoff, and staff of eleven persons.

II

MEETINGS OF THE COMMISSIONS

All the representatives, members of both the non-Russian and the Russian Commission, met at the Hague on June 26th, in accordance with the Genoa resolutions. From that date until July 20th several meetings took place, but the Conference ended without any specific results, owing to the unacceptable conditions laid down by the Russians, namely: with regard to private property and credits.

Annex A

OUTLINE AGENDA

The following outline agenda was approved by the Supreme Council at Cannes:—

1. Examination of the methods of putting into practice the principles contained in the resolution reached at Cannes on the 6th January, 1922.
2. The establishment of European peace on a firm basis.
3. Essential conditions for re-establishment of confidence without injury to existing treaties.
4. Financial subjects.
   - (*a*) Currencies.
   - (*b*) Central banks and banks of issue.
   - (*c*) Public finance in relation to reconstruction.
   - (*d*) Exchanges.
   - (*e*) Organization of public and private credit.

5. Economic and commercial subjects.
   (*a*) Facilities and guarantees for the import and export of commercial products.
   (*b*) Legal guarantees for the re-establishment of commerce.
   (*c*) Protection of industrial property and copyrights.
   (*d*) Status of consuls.
   (*e*) Admission and position of foreigners in regard to the conduct of business.
   (*f*) Technical assistance to industrial reconstruction.
6. Transport.

Annex B

THE CANNES RESOLUTIONS

The Supreme Council agreed at its meeting, held at 11 a.m. on Friday, the 6th January, 1922, to accept in principle the Draft Resolution proposed by Mr. Lloyd George in regard to an Economic Conference. The resolution was considered in detail at a further meeting of the Supreme Council held the same day at 3.30 p.m., and was finally approved as follows:—

> The Allied Powers in conference are unanimously of opinion that an Economic and Financial Conference should be summoned in February or early March, to which all the Powers of Europe, including Germany, Russia, Austria, Hungary and Bulgaria, should be invited to send representatives. They regard such a Conference as an urgent and essential step towards the economic reconstruction of Central and Eastern Europe, and they are strongly of opinion that the Prime Ministers of every nation should, if possible, attend it in person in order that action may be taken as promptly as possible upon its recommendations.
>
> The Allied Powers consider that the resumption of international trade throughout Europe and the development of the resources of all countries are necessary to increase the volume of productive employment and to relieve the widespread suffering of the European peoples. A united effort by the stronger powers is necessary to remedy the paralysis of the European system. This effort must include the removal of all obstacles in the way of trade, the provision of substantial credits for the weaker countries and the co-operation of all nations in the restoration of normal prosperity.
>
> The Allied Powers consider that the fundamental conditions upon which alone this effort can be made with hope of success may be broadly stated as follows:—
>
> 1. Nations can claim no right to dictate to each other regarding the principles on which they are to regulate their system of ownership, internal economy and government. It is for every nation to choose for itself the system which it prefers in this respect.

2. Before, however, foreign capital can be made available to assist a country, foreign investors must be assured that their property and their rights will be respected and the fruits of their enterprise secured to them.
3. The sense of security cannot be re-established unless the Governments of countries desiring foreign credit freely undertake—
   (*a*) That they will recognize all public debts and obligations which have been or may be undertaken or guaranteed by the State, by municipalities, or by other public bodies, as well as the obligation to restore or compensate all foreign interests for loss or damage caused to them when property has been confiscated or withheld.
   (*b*) That they will establish a legal and juridical system which sanctions and enforces commercial and other contracts with impartiality.
4. An adequate means of exchange must be available, and, generally, there must be financial and currency conditions which offer sufficient security for trade.
5. All nations should undertake to refrain from propaganda subversive of order and the established political system in other countries than their own.
6. All countries should join in an undertaking to refrain from aggression against their neighbours.

If in order to secure the conditions necessary for the development of trade in Russia the Russian Government demands official recognition, the Allied Powers will be prepared to accord such recognition only if the Russian Government accepts the foregoing stipulations.

Annex C

LONDON EXPERTS' REPORT

The economic and financial experts of the Powers responsible for the summoning of the conference at their meeting for the exchange of views, after examining together a number of suggestions and schemes, have prepared draft resolutions embodying the ideas and proposals which met with general acceptance.

The drafts are set forth in the pages of this report arranged under the following headings:—

PART I.—Russia

Section I.—Preamble.

Section II.—Conditions under which foreign enterprise and capital can be enlisted for the restoration of Russia.

Chapter I.—Liquidation of past obligations.

Chapter II.—Provisions for the future.

Section III.—Measures by which the speedy recovery of Russia would be facilitated.

PART II.—Restoration of Europe

Section I.—Financial provisions.
Section II.—Economic provisions.
Section III.—Transport provisions.

PART I.—Reconstruction of Russia

Section I.—*Preamble*

The question of Russia has been approached both from the point of view of what is equitable and from the point of view of what is necessary for the economic restoration of Russia.

The economic restoration of Russia is largely dependent upon her enlisting the support of foreign enterprise and capital. Without a considerable transformation of the prevailing conditions which affect particularly trade and industry, foreigners wil be reluctant either to return to their former undertakings or to start fresh undertakings. So long as precarious and unstable conditions continue, only speculators will be willing to venture on trade, and there is a fear that the chief result would be, not the reconstruction, but the exploitation of Russia and the Russian people, which it is the purpose of the Governments represented at Genoa to avoid.

Effective co-operation between Russia and other European countries will be difficult to realize unless a determination is shown in Russia to set to work whole-heartedly to restore the economic life of Russia. The foundation is agriculture, and here, no less than elsewhere, security both in respect of holdings and of the disposal of crops is an essential pre-requisite of revival. Once this security is realized, there is no doubt that foreign help will be forthcoming in the shape of agricultural implements and loans.

In the industrial sphere it is even more apparent that revival cannot be expected in the absence of foreign assistance and capital, which will only become available when the goodwill and co-operation of the Russian Government can be relied upon. Active measures will be necessary for the protection and liberty of action of employers, their employees, and for the protection of their industrial operations and their capital, combined with the right to hold the movable and immovable property necessary for the conduct of business and with the liberty to import what is requisite and to dispose of the products of their undertakings. Much the same may be said of transport, in which case foreign firms will have to be relied upon for the furnishing of material and plant, including fresh rolling-stock, and the setting up of repair shops; and it needs no emphasis that the reorganization of transport is essential to the industrial and agricultural recovery of Russia.

The question of the instrument by which effect could be given to these conditions and to contingent provisions has not been considered, nor the relation of any such instrument to existing trade agreements with Russia. These, with certain other questions, have been reserved as political. Indications are given in the drafts which follow of some of the points reserved.

SECTION II.—*Conditions under which Foreign Enterprise and Capital can be enlisted for the Restoration of Russia*

The section is divided into two chapters:—

Chapter I.—Liquidation of past obligations.
Chapter II.—Provisions for the future.

CHAPTER I.

Note.—It will be understood that the proposals drafted relating to claims (articles 1-7 and the annexes) are without prejudice to any advice which Governments may think fit to obtain from the parties interested in the settlement, whether as being entitled under contracts with former Russian Governments or as having suffered loss since the events of 1917.

ARTICLE 1

The Russian Soviet Government shall accept the financial obligations of its predecessors, viz., the Imperial Russian Government and the Russian Provisional Government, towards foreign Powers and their nationals.

Note.—The question whether the title "Russian Soviet Government" applies only to the Soviet Government at Moscow or should include all other Soviet Governments in Russia is a political one which it is for the Governments to decide. Similarly, no precise definition is attributed to the words "Russia" and "Russian."

The same applies to the question whether, and, if so, to what extent, new States which have been recognised as such and which were formerly part of Russia, as well as States which have acquired part of the former territory of Russia, should undertake part of the obligations dealt with in these provisions.

ARTICLE 2

The Russian Soviet Government shall recognise the financial engagements entered into before this date by all authorities in Russia, provincial or local, or by public utility undertakings in Russia, with other Powers or their nationals, and shall guarantee the fulfilment thereof.

ARTICLE 3

The Russian Soviet Government shall undertake liability for all actual and direct losses, whether arising out of breach of contract or otherwise, suffered by nationals of other Powers, due to the action or negligence of the Soviet Government or its predecessors or of any provincial or local authorities, or of an agent of any such Government or authority.

ARTICLE 4

The liabilities under the preceding articles will be determined by a "Russian Debt Commission" and by "Mixed Arbitral Tribunals" to be set up. A scheme for the establishment of these bodies is contained in Annexes I and II. They shall determine the amount and method of payment to be made, whether by way of compensation or otherwise as laid down in Annexes I-III.

ARTICLE 5

All inter-governmental debts, liabilities and obligations of every sort which arose between the Russian Government on the one hand and a foreign Government on the other hand after the 1st August, 1914, shall be considered to be completely discharged by the payment of the net sums laid down in a schedule to be agreed.

ARTICLE 6

Without prejudice to the provisions of article 116 of the Treaty of Versailles, the net sums fixed under article 5 shall take into account all claims by Russian nationals for loss or damage arising directly from hostile military or naval operations, or from other operations of a similar nature and any other claims specified at the time of the adoption of the schedule referred to in article 5.

ARTICLE 7

Balances standing to the credit of a former Russian Government in any bank situate in a country the Government of which made advances to a former Russian Government between the 1st August, 1914, and the 7th November, 1917, shall be transferred to the Government which made the advances, and the liability of the Russian Soviet Government in respect of the advances shall be *pro tanto* reduced.

The transfer provided for in the preceding paragraph shall not prejudice the rights of third parties.

This article shall also apply in the case of any country the Government of which has assumed responsibility for any Russian Government loan floated in that country in the period named.

ANNEXES

Note.—With regard to the security on which the Russian debt is in future to be charged, two solutions have been put forward by different delegations. They are shown, where necessary, in parallel columns in Annexes I-III. Agreement has not been arrived at in favour of either of these two solutions or of any of the numerous intermediate solutions which might be devised.

ANNEX I

Russian Debt Commission

1. A Russian Debt Commission shall be established consisting of members nominated by the Russian Government and members nominated by the other Powers, together with an independent chairman chosen from outside by agreement among the other members, or, in default, named by the League of Nations, either through the Council or through the Permanent Court of International Justice.

2. The commission will have the following functions:—

(*a*) To constitute and prescribe the procedure of the Mixed Arbitral Tribunals, to be set up in accordance with the provisions of Annex II, and to issue such instructions as may be necessary in order to secure uniformity in their proceedings.

(*b*) To issue new Russian bonds in accordance with the provisions of Annex II to persons entitled thereto, under awards of the Mixed Arbitral Tribunals, to holders of existing State bonds and other bonds and stock for which the new Russian bonds are to be given in exchange, and to persons entitled thereto in respect of funded interest and repayment of capital. The rate of interest adopted for the purpose of calculating the present value of claims shall be the same as that prescribed under Annex III, paragraph 2.

(*c*) To *determine all questions arising out of the issue*, rates of interest and terms of redemption *of the new* Russian *bonds* referred to in paragraph (*b*).

(*d*) Nil.

(*d*) To *determine*, if necessary, among the *revenues of Russia*, those *which should be* specially *assigned to the service of the debt*, for example, an allocation of certain taxes or of royalties or dues upon undertakings in Russia.

Should occasion arise to *control, if the commission thinks fit*, the collection of all or part of these assigned revenues, and to deal with the proceeds.

These assignments and this control (if imposed) should cease as soon as the Russian debt service appears adequately assured by the inclusion of the appropriate sums in the Russian budget.

Annex II

Determination of Claims

1. The liabilities of the Russian Government under articles 1 to 3 shall be assessed in accordance with the following principles:—

2. The *responsibility for claims* provided for in article 3 shall be *determined by* the *Mixed Arbitral Tribunals* in accordance with the provisions of this report, and in default with the general principles of international law.

3. *Russian* Government *bonds in foreign currencies will be revived* with all the conditions of the contract, but interest and repayment of capital due from the date when payments ceased until [the 1st November, 1927] will be funded.

and the bonds will be secured in the same way as the new Russian bonds in accordance with Annex III, 5.

4. Provincial, municipal, railway or public utility bonds in foreign currencies will be *revived* with all the conditions of the contract, but interest and repayment of capital due from the date when payment ceased until [the 1st November, 1927] will be funded. All such bonds shall be guaranteed by the

Soviet Government whether guaranteed by any former Government of Russia or not.

and the bonds will be secured in the same way as the new Russian bonds in accordance with Annex III, 5.

5. Russian Government rouble loans or provincial, municipal, railway or public utility bonds issued in roubles will, if proved to have been continuously in foreign ownership since the date of repudiation by the Russian Government, be exchangeable into new Russian bonds.

The present value of the obligations in respect of capital and interest embodied in the original bond, in so far as they have not been fulfilled, shall first be calculated in roubles, and then converted into the foreign currency at the rate determined in paragraph 16. The present value of the new bond should be equal to the present value in the foreign currency of the original bond, interest being calculated at the rate to be prescribed under the provisions of Annex III, 2.

6. New Russian bonds will be issued in respect of funded interest and capital due for repayment between the date when payment ceased and [the 1st November, 1927].

7. Claims not provided for under paragraphs 3 to 5 of this annex in respect of injury to property, rights and interests shall, subject to any agreements between the Soviet Government and such of the other Powers as may be concerned, be dealt with on the following principles:—

Claimants will be entitled to demand the return of the property, rights and interests.

If the property, rights or interests are still in existence and capable of identification, they will be returned and compensation for their use or for injury thereto during the dispossession will, in default of agreement between the Soviet Government and the private party concerned, be settled by the Mixed Arbitral Tribunals. Agreements for concessions in relation to public utility undertakings shall be modified so as to be brought into harmony with present economic conditions, for example, as regards charges, duration of concessions and conditions of operation.

If the property, rights and interests are not still in existence or cannot be identified, or the claimant does not desire their return, the claim may, by agreement between the Soviet Government and the private party concerned, be satisfied either by the grant of similar property, rights or interests, coupled with compensation to be agreed, or, failing agreement, to be fixed by the Mixed Arbitral Tribunals, or by any other agreed settlement.

In all other cases claimants shall be entitled to compensation on a monetary basis, to be fixed by the Mixed Arbitral Tribunals.

Note.—In the opinion of the experts, it may be necessary to add some condition in the case of claims for destruction, loss or damage of property, rights or interests which were acquired subsequent to the events of 1917. It might be desirable to give the Mixed Arbitral Tribunals a discretion, in some case at any rate, to take the matter into account when they are satisfied that the price at which the property was acquired renders payment of compensation on the basis of the full value of the property inequitable.

8. The tribunal, in assessing compensation, shall take account primarily of the actual value in roubles of the property, rights or interests at the 1st November, 1917, but may make allowance for any temporary and special circumstances which may at that time have materially affected the value.

9. Where a debtor is entitled, or, if he had been a national of one of the other Powers, would have been entitled, to claim compensation under Chapter I, the creditor may (whether the debtor has claimed compensation or not) make a direct claim against the Soviet Government in respect of the loss arising from his unpaid debt instead of against the debtor.

Any property restored in accordance with paragraph 7 shall be subject to any charges or obligations attaching thereto upon the 1st November, 1917, without prejudice to the rights of creditors to make a direct claim against the Soviet Government.

10. Any liability met by the Soviet Government under the preceding paragraph will be set off against the compensation payable to the debtor; but if the Soviet Government has already paid the compensation to the debtor, it may recover from the debtor the amount paid to the creditor, but the liability of the former may be discharged in new Russian bonds.

11. Russian financial, industrial and commercial companies, which on the 1st November, 1917, were controlled by nationals of other Powers, or in which at the same date such nationals possessed a substantial interest, shall, if the majority of the foreign interests (shareholders and bondholders) so desire, be covered by the term "nationals of other Powers" wherever used in Chapter I and the annexes.

12. In cases in which a claim is not made under the preceding paragraph or other provision of this chapter or its annexes any national of the other Powers who is a shareholder in any Russian company whatever may claim compensation in accordance with Article 3 for the injury done to his holding in the company.

13. Claims, excluding those referred to in paragraphs 3-5 above, but including claims for monetary compensation arising from death or personal injury, shall be referred by the commission for adjudication and assessment on a monetary basis as promptly as possible by Mixed Arbitral Tribunals.

14. All claims shall be registered with the Russian Debt Commission, and options shall be exercised within one year from the establishment of the Commission or such longer period as may be permitted by the Commission for particular cases or classes of cases. The Russian Soviet Government shall not be liable in respect of any claim not registered within the prescribed period.

15. No claim shall be recognised in respect of rights which had ceased legally to exist before March, 1917.

16. The rates of conversion between paper roubles and the various foreign currencies will be fixed by the Russian Debt Commission at the time of issuing the new Russian bonds. For this purpose the Commission will first ascertain the average gold value of the rouble in October, 1917, and will then calculate the equivalent of that gold value in each of the foreign currencies at the time of the issue of the bonds.

17. Interest at the rate prescribed under paragraph (2) of Annex III shall accrue as from the 1st November, 1917, on all amounts awarded by the tribunal.

Annex III

New Russian Bonds

1. All accepted claims for monetary compensation against the Russian Soviet Government will be met by the issue of new Russian bonds up to the amounts fixed by the Mixed Arbitral Tribunals. The terms of issue of the bonds, together with all questions arising out of the conversion of existing bonds, and out of the new issues, will be determined by the Russian Debt Commission.

2. The bonds shall carry a rate of interest to be determined by the Russian Debt Commission. They shall be free both as to interest and capital from all Russian taxation, both present and future, and shall be subject to redemption by annual drawings.

3. In general the bonds will be expressed in the currency of the holder's country. Nevertheless the Debt Commission may allow him, if he so requests, to take bonds in the currencies of certain specified countries.

4. In order to determine the value of the bonds for any payment under these provisions the bonds shall be discounted at the rate of interest prescribed under paragraph 2 above.

5. The bonds shall be a charge on the whole assets of the Russian State.

or 5. The bonds shall be a charge, primarily upon assets selected by the Russian Debt Commission in accordance with Annex I, 2 (*d*), and secondarily on the whole assets of the Russian State.

6. Interest shall be funded and the Russian Soviet Government shall not be required to redeem any bonds until [the 1st November, 1927]. It shall be within the competence of the Debt Commission to issue bonds of a special series in respect of funded interest. Any such interest bonds shall carry the same rights and be in all respects the same as the new Russian bonds, except for a preferential right for redemption during the moratorium period if any redemption be then possible.

7. The Russian Soviet Government shall be permitted to make drawings, if it desires to do so, before the expiration of the moratorium period, giving priority to the interest bonds.

7. The Russian Debt Commission will decide whether the yield of the assigned revenues permits of drawings before the expiration of the moratorium period; in such drawings priority shall be given to the interest bonds.

Chapter II.—(A.) *Administration of Justice*

Article 8

The Russian Soviet Government shall undertake to provide for the good administration of justice in accordance with the following principles:—

Independence of the judicial authority *vis-à-vis* the executive authority.

Administration of justice in public by professional judges who must be independent and irremovable.

The law to be applied must be known and published; it shall be equal between persons and have no retroactive effect. It shall afford adequate guarantees to foreigners against arbitrary arrests and domiciliary visits.

Foreigners shall have free access to the courts and no disability shall attach to foreigners as foreigners; they shall be entitled to be represented before the courts by counsel of their own choosing.

The rules of procedure to be observed in the courts shall be such as to facilitate the thorough and rapid administration of justice. The right of appeal and of new trial shall be assured.

The parties to a contract shall have the right to provide that a foreign law shall apply; the courts must in such case apply that law.

Just procedure shall be established in order to ensure the execution of valid foreign judgments, including judgments of foreign courts based on a provision in a commercial contract conferring jurisdiction on that court.

The validity of a clause in contracts for the arbitration of any or all disputes arising therein shall be recognised and shall be made for enforcing arbitration awards, including those given in a foreign country.

(B).—*Conditions of Residence and Trade in Russia*

ARTICLE 9

The Russian Soviet Government shall undertake to permit the entry and egress of foreigners into and from its territory in accordance with the usual practice of States.

ARTICLE 10

Foreigners while sojourning in Russia shall be exempted from all kinds of compulsory services and from any contributions whatever imposed as an equivalent for personal service; they shall not be subject to any forced loans.

ARTICLE 11

Foreigners shall be at liberty to communicate freely by post, telegraph or wireless telegraph, and to use telegraph codes under the conditions and subject to the regulations laid down in the International Telegraph Convention.

ARTICLE 12

Foreigners shall enjoy all protection, rights and facilities which are necessary to enable them to carry on any permitted trade, profession or occupation in accordance with the usual practice of States; they shall not be subject to any discriminating legislation or restrictions on account of their nationality. They shall not be compelled to join any local organization.

ARTICLE 13

No discrimination against the workmen employed in undertakings belonging to foreigners or directed by foreigners shall be exercised in respect of military service, or forced labour; nor shall any taxation be levied in lieu thereof.

ARTICLE 14

Foreigners shall have adequate facilities for travelling on Russian railways, roads and waterways, and for the carriage of their goods and merchandise. These facilities shall not be less than those accorded to Russian Government enterprises or Russian nationals, and shall be applied without discrimination.

ARTICLE 15

Requisitions shall not be imposed save in exceptional circumstances and subject to adequate compensation payable at the time.

ARTICLE 16

Foreign companies and associations duly constituted shall be allowed to carry on any business open to foreigners in Russia, and for this purpose shall have the same rights as private individuals, including that of appearing before the tribunals.

ARTICLE 17

Foreign firms or individuals, and also foreign companies and associations, carrying on any permitted trade, profession or occupation in Russia shall be subject to no higher taxation than is borne by Russian nationals.

The system of taxation shall not in practice impose on branches of foreign companies carrying on permitted trades, professions and occupations in Russia any greater burden of taxation than on similar businesses carried on there by Russian companies.

ARTICLE 18

The Russian Soviet Government shall be invited to become a party to the international conventions for the protection of industrial, literary and artistic property.

(C).—*Treaties and Conventions*

NOTE.—All questions concerning political treaties and conventions are reserved.

ARTICLE 19

The mutilateral conventions and agreements of an economic, technical or legal character to which the former Russian Governments were parties shall be regarded as still binding on Russia.

ARTICLE 20

Contributions owing by Russia in respect of the upkeep of any central bureau or office established by any treaty or convention referred to in Article 19 shall be paid. All other claims by or against Russia arising out of the non-fulfilment of the provisions of such treaties or conventions shall be waived.

ARTICLE 21

Subject to the provisions contained in Chapter 1, any bilateral treaties, conventions or agreements of an economic, technical or legal character between Russia and a foreign Power not already denounced shall not be regarded as having lost their force, but their continuance shall be dealt with independently between Russia and the Power concerned.

SECTION III.—*Measures by which the Immediate Restoration of Russia would be Facilitated*

The re-starting at the earliest moment of undertakings of all kinds, which belonged to foreigners before the events of 1917, and the establishment of fresh undertakings, would be of the greatest assistance in bringing about the speedy reconstruction of Russia.

This being so, in the present situation the speedy recovery of Russia would be facilitated by the following:—

ARTICLE 22

Foreigners, who enter Russia to practice their profession, trade, industry or occupation, shall be free to import into Russia such food, apparel and tools as are necessary for their personal use, and these shall not be liable to any kind of requisition.

They may, under the same conditions, import food and apparel for the exclusive use of their staffs or of the workmen whom they employ, whether Russian or foreign. The same shall apply especially to medicines, surgical dressings, etc., which they may need for themselves and for their staff.

ARTICLE 23

The visa of passports by the competent Russian authorities shall confer on holders complete protection by the Russian authorities, and the free exercise of their industry, trade, occupation or profession.

ARTICLE 24

No domiciliary search may be made in the residence or establishment of a foreigner settled in Russia, nor may his arrest be carried out without the assistance or consent of his Consul.

In the case of an appearance before a Russian court on a criminal charge, judgment can only be carried out with the consent of the Consul concerned.

The only punishment that may be inflicted as a result of a prosecution on political grounds is expulsion, subject to the above condition.

ARTICLE 25

Undertakings belonging to foreigners or directed by them shall be worked under conditions of freedom, including freedom of engagement or discharge of workmen subject only to the application of laws of hygiene, and to conditions of labour in accordance with the general practice of other countries.

In case of need, wages shall be fixed by committees representing employers and employed.

ARTICLE 26

The acquisition in Russia and abroad of all products and raw material necessary for the restoration of industry and their transport shall be specially facilitated by the Russian Government.

ARTICLE 27

Duties, taxes and other charges on the industry, trade or occupations of foreigners settled in Russia shall not be such as to prevent a reasonable return on invested capital.

ARTICLE 28

Free zones shall be created in a certain number of ports.

PART II

RESTORATION OF EUROPE

The drafting of a convention has not been attempted, but the resolutions are in such a form that their substance could, if it were thought desirable, be embodied in a convention.

The resolutions are arranged in three groups, viz:—

Section I.—Financial.
Section II.—Economic.
Section III.—Transport.

SECTION I.—*Financial Section*

CHAPTER I.—*Currency*

ARTICLE 29

An essential requisite for the economic reconstruction of Europe is the achievement by each country of stability in the value of its currency. No country can gain control of its own currency so long as there is a deficiency in the annual budget which is met by the creation of paper money or bank credits. It is for every country to overcome such a deficiency by its own independent efforts; only then will its way be open to currency reform.

ARTICLE 30

Measures of currency reform will be facilitated if the practice of continuous co-operation among central banks can be developed. A permanent association or *entente* for the co-operation of central banks, not necessarily confined to Europe, would provide opportunities of co-ordinating credit policy, without hampering the freedom of the several banks. It is suggested that an early meeting of representatives of central banks should be held with a view to considering how best to give effect to this recommendation.

ARTICLE 31

It is desirable that all European currencies should be based upon a common standard.

ARTICLE 32

Gold is the only common standard which all European countries could at present agree to adopt.

ARTICLE 33

In a number of countries it will not be possible for some years to restore an effective gold standard; but it is in the general interest that European Governments should declare now that this is their ultimate object, and should agree on the programme by way of which they intend to achieve it.

ARTICLE 34

In each country the first step towards re-establihing a gold standard will be the balancing of the annual expenditure of the State without the creation of fresh credit unrepresented by new assets.

ARTICLE 35

The next step will be to determine and fix the gold value of the monetary unit. This step can only be taken in each country when the economic circumstances permit; for the country will then have to decide the vital question, whether to adopt the old gold parity or a new parity approximating to the exchange value of the monetary unit at the time.

ARTICLE 36

These steps might by themselves suffice to establish a gold standard, but its successful maintenance would be materially promoted, not only by the proposed association or *entente* of central banks, but by an international convention to be adopted at a suitable time. The purpose of the convention would be to centralise and co-ordinate the demand for gold, and so to avoid those wide fluctuations in the purchasing power of gold, which might otherwise result from the simultaneous and competitive efforts of a number of countries to secure metallic reserves. It is suggested that the convention should embody some means of economising the use of gold by maintaining reserves in the form of foreign balances, such for example, as the gold exchange standard, or an international clearing system.

CHAPTER II.—*Credits*

ARTICLE 37

Whilst private credit will undoubtedly again become available as soon as currencies are stabilised and confidence is restored, it is recognised that under existing conditions special machinery is necessary for facilitating the immediate co-operation of the economically stronger countries for reconstruction purposes. The negotiations now proceeding for the establishment of an International Corporation are accordingly to be welcomed.

ARTICLE 38

It is essential for countries in need of credits to take steps at once to make their assets available to serve as security for the assistance they require, whether through the proposed International Corporation or through other channels; for this purpose they should enter into consultation at the earliest possible moment with the corporation when established or with other agencies for the purpose of securing such co-operation.

Chapter III.—*Exchanges*

Article 39

One of the chief obstacles in the way of the restoration of trade is the collapsed condition and instability of many of the European exchanges, and this is mainly due to the continual depreciation of currency, the failure of production for export, and the lack of trade facilities.

The artificial control of operations in exchange, whether by requiring a licence for transactions in exchange or by limiting the prices at which transactions may be effected, or by preventing free dealings in forward exchange, is futile and mischievous.

It is therefore recommended that all regulations of the kind indicated attempting to limit fluctuations in exchange by means of artificial control of exchange operations should be abolished at the earliest possible date.

Article 40

Within twelve months after substantial progress has been made in the restoration of a country's exchanges any special restrictions imposed on imports from that country on the ground of depreciated exchange should be removed.

Note.—Some of the experts desired to add that the prohibition of transactions for any specified purposes was equally to be condemned, but others were unable to accept this without the qualification that it was subject to any regulations which may be adopted solely for the purpose of preventing the export of capital.

Section II.—*Economic Section*

Chapter I.—*Customs Tariffs and Restrictions*

Article 41

In view of the agreement relative to restrictions and prohibitions signed by the representatives of certain States at the Conference at Porto Rosa (protocol No. 1) in November, 1921, it is suggested that those States should adopt the recommendations of that Conference and should take the necessary measures to give effect to them without delay.

Article 42

Inasmuch as the development of normal trade with all countries is only possible where traders are in a position to ascertain some time in advance the conditions under which goods can be legally imported into and exported from each country, it is proposed that any customs duties and customs restrictions incident to importation and exportation should be regulated by the following principles:—

(A).—*Customs Tariffs*

Article 43

All customs tariffs should be published; such publication should be accompanied by a clear and precise indication in regard to each category of goods of all the duties which are leviable on the importation or exportation of the goods concerned.

ARTICLE 44

The tariffs should be made, so far as possible, applicable over substantial periods of time, and changes in rates and in customs regulations should be made as rarely as possible and duly published, the practice of frequent modification for the purpose of economic warfare being entirely abandoned.

ARTICLE 45

No duties should be maintained or imposed after . . . . on the exports of raw materials other than such duties as are found desirable for revenue purposes; export duties imposed for such purposes should be applied without any discrimination as between different foreign countries of destination.

(B).—*Import and Export Prohibitions*

ARTICLE 46

The system of prohibition or restriction of imports or exports which certain States have introduced temporarily to protect their finances or to control their markets is in principle injurious from the point of view of the economic restoration of Europe. Every country has nevertheless the right, unless precluded by treaties, to prohibit absolutely the importation of goods of certain descriptions in the interests of national health, national security, national morals or for other special purposes, or to allow the importation of specified commodities only if consigned to recognized organizations either for the purpose of giving effect to a State monopoly or for seeing that the whole importation is put to a specified use, but prohibitions framed for any such purpose should be publicly announced and as limited in extent as possible. Such prohibitions and monopolies should not be used for the purpose of discriminating arbitrarily between different foreign markets or different sources of supply.

ARTICLE 47

Where for any reason it is desired to limit the amount of any commodity to be imported through ordinary trade channels such limitation should be effected by the medium of customs duties rather than by a system of prohibition modified by licences; every Governement should at once examine the possibility of abandoning or reducing to the smallest possible dimensions the number of goods to which the latter system is applied, so that the general pre-war position in this regard may be attained so soon as possible, and in any case before . . . save in so far as it has been modified by general international conventions concluded since the outbreak of war.

ARTICLE 48

Pending the complete abolition of the system of prohibition accompanied by licences, licences should be granted on conditions which are publicy announced, unambiguously stated and uniformly applicable. Any trader should accordingly be in a position easily to estimate in advance whether and under what conditions a licence is procurable. Administration should be on the simplest lines possible and every arrangement should be made to secure

that applications for licences are dealt with expeditiously by competent bodies organized for the purpose. In the grant of licences there should be no discrimination of any kind in respect of the nationality of the importer, the origin of the goods or their nature, nor should the grant be dependent on the prices at which they are to be purchased.

ARTICLE 49

Similar provisions *mutatis mutandis* to those laid down in Articles 46 to 48 should be applied in regard to any restriction of exportation which any Government may find necessary for national security or for the purpose of conserving its economic resources; the licensing system should be such as to allow of no discrimination in regard to the prices at which the goods are to be disposed of.

(C).—*General*

ARTICLE 50

Where the admission or transit of goods of any description into any country or the duties leviable thereon are dependent on the fulfilment of particular technical conditions with regard, for instance, to their constitution, their purity, their district of origin, their sanitary condition, the Governments should come to arrangements with each other providing for the acceptance, in accordance with rules and principles mutually agreed, of certificates issued by competent scientific institutions or recognized authorities or bodies in the country of origin of the goods.

ARTICLE 51

The necessary steps should be taken to secure that the preceding provisions should be observed in the letter and in the spirit by all Government authorities, central or local, and that no regulations of an administrative character shall be issued which would conflict therewith.

ARTICLE 52

It is desirable to arrange for enquiry to be made from time to time through a suitable organization, *e.g.*, the League of Nations, into the progress made by the various States in carrying these principles into operation.

ARTICLE 53

All the Governments concerned should inform immediately the organization referred to in Article 52 of all changes in customs tariffs or in the regulations relating to prohibition or restriction of imports or exports.

Note 1.—In addition to the provisions contained in Articles 41-53, a suggestion was considered that resolutions should be submitted to the Genoa Conference for acceptance providing during a certain period for the mutual accord to each other by all the nations represented of the treatment of the most-favoured nation in customs matters, subject to certain reservations which would be necessary to meet special difficulties. Whilst it was generally recognized that on purely economic grounds some such provision could be welcomed in the present general situation, some of the experts did not feel able to accept the proposals as presented.

Note 2.—The experts have also considered the question of facilitating the use of arbitration clauses in commercial contracts relating to foreign business. They agreed that the question was one calling for careful consideration, but in view particularly of its technical and legal aspects they were of opinion that further investigation of the subject was necessary before a resolution could be prepared for submission to the Genoa Conference.

Chapter II.—*Treatment of Foreigners in the Conduct of Business*

Article 54

Foreign firms or individuals carrying on any permitted trade, profession or occupation should be subject to no higher taxation than is borne by nationals.

The taxation of foreign companies should be based on similar principles and the system of taxation so framed and administered that branches of foreign companies carrying on permitted trades, professions and occupations in the territory of any country should not bear a greater burden of taxation in that country than the businesses carried on in the country by national companies.

Article 55

It is desirable that, in the matter of passport visa regulations, all countries should at once adopt and put into practice in their entirety the recommendations of the International Conference on Passports, Customs Formalities and Through Tickets held at Paris in October, 1920, under the auspices of the Provisional Committee on Communications and Transit of the League of Nations.

Note.—The more important of the Paris resolutions may be summarized as follows:—

(*a*) The abolition of the visa for exit.

(*b*) In general all entrance visas to be valid for one year. The validity of a transit visa to be the same as the period of the validity of the visa of the country of destination.

(*c*) The maximum fees charged for visas to be:—

Entrance visa	10 francs gold.
Transit visa	1 franc gold.

(*d*) The transit visa, unless for exceptional reasons (*e.g.*, undesirables), to be issued without enquiry solely upon production of the entrance visa for the country of destination, in addition to transit visas for the intermediate countries.

Chapter III.—*Protection of Industrial Property and Copyrights*

Article 56

It is desirable that all European States which have not already done so should at once take steps to adhere to the International Convention of Paris of the 20th March, 1883, as revised at Washington in 1911, for the protection of industrial property, and to the International Convention of Berne, of the 9th September, 1886, revised at Berlin on the 13th November, 1908, and completed by the additional protocol signed at Berne on the 20th March, 1914, for the protection of literary and artistic work.

ARTICLE 57

Pending such adhesion, every European State should, in so far as industrial, literary and artistic property is not now reciprocally protected as between itself and other States, give effective protection to such property on condition of reciprocity; and should further—save in so far as such rights have been or shall be dealt with by the Treaties of Peace with Germany, Austria, Hungary, Bulgaria and Turkey—recognize, restore and protect all rights in such property belonging to the nationals of other States which would now be in force in its territory, but for any exceptional legislative or administrative action taken in consequence of war or revolution between the 1st August, 1914, and the present date.

Note.—In the opinion of some of the experts, it is highly desirable that any European State which is not already a party thereto should adhere to the arrangement signed at Madrid on the 14th April, 1891, for the repression of false indications of origin.

SECTION III.—*Transport Section*

ARTICLE 58

Efficient transport is an essential requisite for the revival of production and trade. It is therefore desirable that States should continue to devote their unremitting efforts to the restoration and improvement of the organization of their railways, harbours and other means of communication; where necessary, surveys of requirements should be made under adequate expert direction, and where the present resources of any State appear to be inadequate to restore the equipment and structure of these undertakings, including the fuel supply, steps should be taken without delay to secure assistance, whether from the international corporation, when established, or from other suitable sources.

ARTICLE 59

The principles of the Agreement for the Regulation of International Railway Traffic signed at Porto Rosa on the 23rd November, 1921, should immediately be applied to all the European States represented at Genoa. The Council of the League of Nations should be invited to enquire into the measures already taken to carry the Porto Rosa Agreement and Recommendations into effect.

ARTICLE 60

It is desirable that representatives of the railway administrations of the States concerned should attend a conference to define what further steps are necessary to restore international traffic conditions at least as satisfactory as those existing before the war, and should agree upon recommendations to their Governments. Similar conferences should be held in regard to water communications and harbours.

It is desirable that favourable consideration should be given to the recommendations of these conferences with a view to their immediate application, or, if necessary, to the conclusion as early as possible of conventions to give effect to them.

ARTICLE 61

The conditions of international transport should not be determined by political considerations, but rather by commercial and technical considerations, as in the case of the conventions concluded at Barcelona on the 20th April, 1921, regarding Freedom of Transit and the Régime of Navigable Waterways of International Concern, together with the additional protocol to the latter convention, and the recommendations relative to the International Régime of Railways. It is desirable that the various other conventions provided for in treaties now in force should be prepared and put into operation as soon as possible.

ANNEX D

RUSSO-GERMAN TREATY, 16th APRIL, 1922

The Government of the Russian Socialistic Federal Soviet Republic, represented by the People's Commissary for Foreign Affairs, GEORGE TCHITCHERIN, and by the Vice-Commissary for Foreign Affairs, MAXIM LITVINOFF,

and

the German Government, represented by
have come to an agreement regarding the following provisions:—

ARTICLE I

The two Governments agree that the settlement between Germany and the Russian S.F.S.R. of the questions arising from the period of the state of war between Germany and Russia is to be regulated on the following basis:—

(*a*) Germany and the R.S.F.S.R. mutually renounce compensation for their war expenditure as well as compensation for war damages, *i.e.*, the damages which have been caused to them and their nationals in the war area by military measures, including all requisitions in enemy territory. Both parties likewise renounce compensation for civil damages which have been caused to the nationals of one party under the so-called special war legislation or by the forcible measures of the State authorities, of the other party;

(*b*) The public and private legal relationships affected by the state of war, including the question of the treatment of vessels of the mercantile marine which have fallen into the hands of the other party, shall be settled on the basis of reciprocity;

(*c*) Germany and Russia mutually renounce their claims to reimbursement of their respective expenditure on behalf of prisoners of war. The German Government likewise waives its claim to reimbursement of its expenditure in connection with the soldiers of the Red Army interned in Germany. The Russian Government, on its part, renounces claim to the proceeds of the sale by Germany of the military material brought by the interned soldiers of the Red Army into Germany.

ARTICLE II

Germany renounces claims which have arisen through the application up to the present of the laws and measures of the R.S.F.S.R. to German nationals or to their private rights as well as to the rights of Germany and its constituent States against Russia, or from the measure otherwise adopted by the R.S.F.S.R. or its officials against German nationals or their private rights, provided that the Government of the R.S.F.S.R. does not satisfy similar claims of other States.

ARTICLE III

Diplomatic and Consular relations between Germany and the R.S.F.S.R. will immediately be resumed. The admission of Consuls of the two parties shall be governed by a special agreement.

ARTICLE IV

The two Governments further agree that as regards the general legal position of nationals of the one party in the territory of the other, and the general regulation of mutual commercial and economic relations, the principle of the most-favoured-nation treatment shall apply. The most-favoured-nation principle does not extend to the privileges and facilities which the R.S.F.S.R. grants to any Soviet Republic or to a State which previously formed part of the former Russian Empire.

ARTICLE V

The two Governements shall mutually assist, in a spirit of goodwill, in supplying the economic requirements of the two countries. In the event of this question being settled in principle on an international basis, they will exchange views as above. The German Government declared itself ready to support, as far as possible, the agreements contemplated by private firms, which have recently been communicated to it, and to facilitate their execution.

ARTICLE VI

Article I, para. *b*, and 4 of the present Treaty shall enter into force on ratification; the other provisions at once.

Signed in duplicate at Rapallo,
April 16th, 1922.

(Signed) RATHENAU. (Signed) TCHITCHERIN.

ANNEX E

NOTE TO THE GERMAN DELEGATION

GENOA, April 18, 1922.

Mr. PRESIDENT,—

The undersigned Powers have learned with astonishment that in the first stage of the Genoa Conference, Germany, without reference to the other Powers assembled there, has secretly concluded a treaty with the Soviet Government.

The questions covered by this treaty are at present the subject of negotiations between the representatives of Russia and those of all the other Powers invited to the Conference, including Germany; and the German Chancellor himself declared at the opening session only a week ago that the German Delegation would co-operate with the other Powers for the solution of these questions in a spirit of genuine loyalty and fellowship.

The undersigned Powers have therefore to express to the German Delegation in the frankest terms their opinion that the conclusion of such an agreement, while the Conference is in session, is a violation of the conditions to which Germany pledged herself in entering the Conference.

By inviting Germany to Genoa and by offering representation to her in every Commission on equal terms with themselves, the inviting Powers proved their readiness to waive the memories of war and granted Germany the opportunity of honest co-operation with her former enemies in the European tasks of the Conference. To that offer of goodwill and fellowship Germany has replied with an act which destroys that spirit of mutual confidence which is indispensable to international co-operation and the establishment of which is the chief aim of this Conference.

At all conferences unofficial conversations between the parties are permissible and often desirable. They are helpful so long as they are designed to facilitate the common task and so long as the results are brought to the Conference table for common discussion and decision. But that is not what the German delegates have done.

Whilst the Conference was sitting and whilst Germany was represented on the Commission and sub-Commission charged with the negotiations of the European peace with Russia on the basis of the Cannes stipulations, the German representatives on that Commission have, behind the backs of their colleagues, concluded in secret a treaty with Russia on the very questions which they had undertaken to consider in loyal conjunction with the representatives of other nations. This treaty is not subject to any examination or sanction by the Conference. We understand that it is final and that it is not proposed to submit it to the judgment of the Conference. It is, in fact, a violation of some of the principles on which the Conference is based.

In these circumstances the undersigned do not consider it fair or equitable that Germany, having effected her own arrangement with Russia, should enter into the discussion of the conditions of an arrangement between their countries and Russia; and they therefore assume that the German Delegates have by their action renounced further participation in the discussion of the conditions of an agreement between Russia and the various countries represented at the Conference.

Please accept, Mr. President, the assurance of our high consideration.

(Signed) D. Lloyd George.
Louis Barthou.
Facta.
K. Ishii.
G. Theunis.
Edouard Benes.
C. Skirmunt.
M. Nincic.
Const. Diamondy.
M. Teixeira-Gomes.

To the
President of the German Delegation,
Genoa Conference.

18th April, 1922.

Annex F

(a) NOTE FROM THE GERMAN DELEGATION IN REPLY TO NOTE OF 18th APRIL

German Delegation,
Genoa,
21 April, 1922.

Mr. President,

In reply to the note of the 18th inst., signed by yourself and by the Presidents of the French, British, Japanese, Belgian, Czecho-Slovak, Polish, Serb-Croat-Slovene, Roumanian, and Portuguese Delegations, I have the honour to submit the following observations.

Germany recognised the Russian Soviet Republic several years ago. Before normal diplomatic relations could be established, however, it was necessary for the two countries to conclude an agreement to liquidate the consequences of the war. The negotiations entered into by the two Governments in this connection had already, several weeks ago, reached a sufficiently advanced stage to allow of the conclusion of an agreement.

The agreement with Russia was especially important for Germany in that it placed her upon a peace footing, without involving the prospect of indefinite indebtedness, with one of the great nations which had taken part in the war, and permitted the establishment of friendly relations unhampered by the burdens of the past.

Germany came to Genoa, earnestly desiring to co-operate with all nations in the reconstruction of a suffering Europe, and relying upon an international spirit of solidarity in matters of mutual concern.

The proposals set forth in the London programme ignored German interests. Their acceptance would have led to oppressive demands for reparation from Russia. Several of the provisions would have resulted in laying upon Germany alone the whole burden of the consequences of the legislation promulgated under the Czarist regime during the war.

In the course of the detailed discussion which had taken place, the German delegation has, on more than one occasion, drawn the attention of members of

the delegations of the inviting Powers to these grave difficulties. Their observations, however, have led to no result. On the other hand, the German Delegation learnt that the inviting Powers had initiated separate negotiations with Russia. From information received regarding these negotiations, it seemed that an agreement was about to be reached, in which the legitimate desires of Germany were not considered. Under these circumstances the German Delegation was clearly forced to safeguard its interests by direct means. It would otherwise have been confronted, at the meeting of the Commission, with a scheme which, while not acceptable to Germany, would already have been approved by the majority of the members. For this reason the Treaty with Russia was signed on Sunday evening, in exact conformity with the draft of several weeks previously, and was immediately made public.

These facts clearly prove that the German Delegation entered into negotiations with Russia, not with any sentiment of disloyalty, but under constraint. It is also clear that the German Delegation has made every endeavour to prevent its action assuming a secret character.

It would be in entire conformity with the wishes of the German Delegation if the Conference succeeded in arriving at a general settlement of the Russian problem, and in including the German-Russian Treaty within the scope of such settlement. It would seem that this object is within the bounds of possibility. The Treaty does not in any way affect the relations of third Powers with Russia. Moreover, each of its stipulations is based upon the principle which you have justly stated to be the chief aim of the Conference, namely, that of regarding the past as definitely closed and of seeking to lay a foundation for the common work of peaceful reconstruction.

As regards subsequent discussions of Russian questions by the Conference, the German Delegation itself also considers it fitting that, unless its collaboration is particularly desired, it should take no further part in the deliberations of the First Commission on questions similar to those already settled between Germany and Russia. On the other hand, the German Delegation is still interested in all questions assigned to the First Commission which do not relate to the points settled in the German-Russian Treaty.

The German Delegation has followed the progress of the work of the Commissions with satisfaction. It is in full sympathy with the spirit of solidarity and mutual confidence which inspired these labours. Far from wishing to withdraw from European co-operation, it is prepared to collaborate in the tasks to be performed by the Genoa Conference with the object of the reconciliation of nations and the adjustment of the interests of East and West.

Please accept, Mr. President, the assurance of my highest consideration.

(Signed) WIRTH.

(*b*) NOTE IN REPLY TO GERMAN NOTE OF APRIL 21, 1922

Mr. PRESIDENT,— GENOA, April 23, 1922.

The undersigned desire to acknowledge the receipt of your reply to their Note of April the 18th, indicating the attitude which they felt bound to adopt in view of the treaty concluded between the Russian and German Delegations. They note with satisfaction that the German Delegation realizes that the conclusion of a separate treaty with Russia on matters falling within the purview of the Conference renders it undesirable that that Delegation should partici-

pate in future in the discussion of the conditions of an agreement between Russia and the various countries represented at the Conference.

The undersigned would have preferred to refrain from further correspondence on the subject. There are however certain statements in your letter which they feel it their duty to correct.

Your letter suggests that the German Delegation have been forced to conclude a separate agreement with Russia by the refusal of members of the Delegations of the Inviting Powers to consider the grievous difficulties which the proposals formulated by their experts in London would have created for Germany. The undersigned representatives of the Inviting Powers have made enquiries of the members of their respective Delegations and find that there is no shadow of justification for this statement.

On various occasions members of the German Delegation have met and talked with members of the Delegations of the Inviting Powers, but never has it been suggested that the London proposals afforded no basis for discussion in Conference, and that the German Delegation were about to conclude a separate Treaty with Russia.

The allegation that the informal discussions with the Russians on the subject of the recognition of debts, exposed the Delegation to the risk of being confronted with a scheme unacceptable to Germany but already approved by the majority of the Members of the Commission is equally unfounded. No scheme would or could have been acepted by the Conference without the fullest opportunity for discussion in the competent committees and sub-committees, and in these Germany was represented on a footing of equality with other Powers.

A misconception of the scope of the experts' proposals or misunderstanding of the informal conversations with the Russians might well have justified a request for full discussion in the Committees of the Conference. They can provide no justification for the action which has now been taken, and the undersigned can only regret that your note should have attempted in this way to impose on the other Powers the responsibility for a proceeding so contrary to the spirit of loyal co-operation which is essential to the restoration of Europe.

The undersigned expressly reserve for their Governments the right to declare null and void any clauses in the Russo-German Treaty which may be recognized as contrary to existing Treaties.

The incident may now be regarded as closed.

Please accept, Mr. President, the assurance of our high consideration.

(Signed) D. Lloyd George.
Louis Barthou.
Facta.
K. Ishii.
G. Theunis.
Edouard Benes.
C. Skirmunt.
M. Nincic.
Const. Diamondy.
M. Teixira-Gomes.

To the
President of the German Delegation,
Genoa Conference.

Annex G

MEMORANDUM SENT TO THE RUSSIAN DELEGATION, WEDNESDAY, MAY 3rd, 1922

Mr. Vice President.

I have the honour to transmit to you the enclosed document.

I have to add that the French Delegation defers its final approval of the enclosed document until it has received instructions from its Government.

Please accept, Mr. Vice President, the assurances of my highest consideration.

(Sgd.) F. Schanzer.

Mr. George Tchitcherine,
Vice President of the Russian Delegation,
Hotel Imperial,
Rapallo.

MEMORANDUM

The problem of the restoration of Russia, with a view to the re-establishment of peace over the whole of the Continent of Europe, has been considered in the most serious and sympathetic manner. There is a general and sincere desire that friendly relations should be restored among all the nations and that the Russian people may take its historic place among the European Powers.

Russia in the past has been an important element in the economic system of Europe. But to-day her exhaustion is complete after the events which have drained her resources for the last eight years, and her elimination from the European economic system has added to the troubles from which the world is suffering.

Every year the deficiency in food and raw material due to the failure of Russian supplies is being made up from other sources.

In due course, the gap would be filled so far as the rest of Europe is concerned, for trade, like water, finds new channels when the older channels are blocked. But in Russia itself, privation, misery and famine would continue to spread and thus constitute a plague spot of increasing menace to the European system. Such a fate for Russia and for Europe the Powers are deeply anxious to avert.

The reconstitution of Russia must take place above all in the interests of Russia herself. But Russian prosperity cannot be revived without the assistance of the capital and the commercial experience of the west. As soon as the feeling of security has been revived in Russia, that is to say, when the nationals of foreign countries have guarantees that they can resume their former industrial or commercial and agricultural undertakings, and start new ones, with the certainty that their property and their rights will be respected and the fruits of their enterprise secured them, they will hasten to afford Russia the benefit of their technical knowledge, their work and their capital.

Russia is a country of great possibilities. Economic disaster has paralyzed, but has not destroyed, her resources. If Russia and the Russian people

are to recover, the resources of Russia must be developed. Her agriculture, which is fundamental to her economic system, must be restored; her mines must be reopened; and her factories must be set to work again. The other nations of the world played a great part in the development of Russia. They will play that part again as soon as Russia establishes conditions which command their confidence.

The needs of Russia are so manifold that they can only be met by once more throwing open the Russian market to foreign manufacturers and traders. To-day Russia is urgently in need, not only of food and clothing, medical supplies and other necessaries of normal existence, but also of locomotives, wagons, agricultural implements, tools, machinery and port appliances. If these goods are not supplied to Russia, her transport system will fall to pieces, her industries will rapidly become derelict, and the yield from the land will steadily fall.

All these supplies can be furnished by the industrial countries. As soon as security in Russia has been re-established for former owners and debts are recognized, the importation of these necessaries will recommence. Capital will flow into Russia the moment confidence begins to revive. And at the same time foreign enterprise and experience will be available for the reconstruction of the country.

There is not a country which is unable to render an effective contribution to the work of reconstructing Russia; some by financial help, others by the rapid resumption of the manufactures or public utility undertakings which they owned there; and still others by the skilled workers which they will be able to send there. All the countries represented at Genoa have indicated their willingness to co-operate in this work, each according to its capacity.

Their Governments also are ready to hasten this restoration. It will be necessary to overcome the hesitation on the part of business men, who will fear the loss of capital which they might sink in a country thus deprived for the time being of the normal means of production. As soon, however, as the first pioneers have succeeded in their enterprise, others will follow in their footsteps. The object and the justification of Government assistance will be to make these first attempts succeed.

Measures have already been taken in several countries for this purpose, and Russia will be able to obtain the benefit of these measures as soon as it is possible to conclude with Russia an arrangement in conformity with the clauses which follow.

Several countries of Europe have decided to establish an international corporation with an initial capital of £20,000,000. Its aim is to finance reconstruction and development undertakings in Europe which, without assistance, would have difficulty in procuring the necessary funds. This sum may seem small in comparison with the magnitude of the work to be done. But it only includes the capital subscribed through the national companies formed in the leading countries. Behind it stand the resources of all these countries, resources which are available for financing operations approved by the international corporation.

In addition to this, certain countries are in a position to advance immediately substantial sums to those of their nationals who will trade with Russia or settle there for that purpose. To these facilities must be added the

private credits which manufacturers who have the assurance that their undertakings can be successfully resumed in Russia will not fail to receive from the national banks.

The British Government can guarantee under the Trade Facilities Act the capital or interest required for capital undertakings, overseas as well as at home, to develop economic reconstruction in Europe. If the Soviet Government is prepared to take the steps needed to encourage enterprise, then this Act can be applied to Russia. The sum authorized by this Act was £25,000,000. If necessary, Parliament will be invited to increase the amount to be made available.

In addition to the facilities offered by this Act, there is an Export Credits Scheme for financing the export of British goods. Under this scheme, the British Government is authorized to guarantee transactions up to £26,000,000. Of this £26,000,000, £11,000,000 has been pledged. The British Government will be prepared to invite Parliament to extend the duration of the Act in question.

France, by reason of the effort which she is obliged to make in order to restore her own devastated regions, cannot at this moment afford direct financial assistance for the reconstruction of Russia. Nevertheless, the French Government accepted at Cannes the principle of taking a part in the International Corporation equal to the English part.

France can send to Russia seeds of all sorts. Negotiations have already taken place with the Soviets on this subject. Detailed plans have been prepared for the despatch and use of tractors. Several thousands of these tractors could be sent with the necessary technical personnel. Machines and technical personnel can be sent in order to establish veterinary stations and institutions for agricultural study.

With regard to transport, France can offer rolling stock of approximately twelve hundred locomotives, twenty-five thousand goods wagons, three thousand five hundred railway carriages and vans. It would be possible to form a special company for undertaking repairs, and repair shops could be let to the company which would supply the technical personnel.

Finally, French industrialists, who in great numbers have contributed to the wealth of many parts of Russia, would be able to re-start their establishments as soon as they received the necessary guarantees. These industrialists would undoubtedly find in France or abroad, thanks to the confidence which they inspire, the necessary capital and the technical staffs which will be needed.

Italy, by subscribing 20 per cent of the capital of the International Corporation, purposes to render substantial financial help as regards both the immediate aims of this organization and its future development. She is also ready to support every undertaking which is set up in order to re-establish transport by rail or water, and to foster the marketing of Russian produce. She is also ready to contribute through her agricultural organizations and by her experience to the restoration of agriculture and to participate in co-operation with Russia in the industrial and agricultural re-equipment of the country.

Offers of help are also held out by Japan. The Japanese Government, with a view to encouraging trade with Russia, have granted a credit of eight million yen to the Russo-Japanese Trading Company. The Japanese Gov-

ernment has also the intention of taking further measures, if it deems it necessary, with the object of furthering trade relations between the two countries.

Time is an indispensable factor in the reconstruction of Russia, but the important thing is to make a start. As soon as the first impulse has been given, as soon as the first pioneers have been able to settle in Russia, and to make known the fact that they have been successful, and have demonstrated to themselves and their compatriots that the way which had been closed for so long is open and safe, others will follow and their number will be all the greater because the road has been barred so long.

In these circumstances, the following conditions, dealing with the more important questions requiring adjustment, are submitted to the Russian Delegation by the Delegations of Italy, France, Great Britain, Japan, Poland, Roumania, Switzerland and Sweden, represented on the Sub-Committee of the First Commission. The final approval, however, of the French Delegation is reserved until it receives its instructions from its Government.

Clause I

In accordance with the terms of the Cannes Resolution that all nations should undertake to refrain from propaganda subversive of order and of the established political system in other countries than their own, the Russian Soviet Government will not interfere in any way in the internal affairs and will refrain from any action which might disturb the territorial and political *status quo* in other States. It will also suppress all attempts in its territory to assist revolutionary movements in other States.

The Russian Soviet Government will use all its influence to assist the restoration of peace in Asia Minor and will adopt an attitude of strict neutrality between the belligerent parties.

Clause II

(1) In conformity with the Cannes Resolution, the Russian Soviet Government recognizes all public debts and obligations which have been contracted or guaranteed by the Imperial Russian Government or the Russian Provisional Government or by the Soviet Government itself towards foreign Powers.

Being desirous of facilitating the immediate reconstruction of Russia and the rehabilitation of her credit, the creditor Powers are willing to make no claim upon Russia at present, either as to capital or interest, for the repayment of the advances made to the Russian Governments during the war.

(2) The Allies can admit no liability for the claims against them set up by the Russian Soviet Government for loss and damage suffered during the revolution in Russia since the war.

(3) When an arrangement is concluded between the Allied and Associated Powers for the liquidation or rearrangement of war debts, the Allied Governments concerned will submit to their Parliaments measures for reducing or modifying the amount due by the Russian Soviet Government on similar lines and with due regard to the economic and financial condition of Russia; but these measures will be conditional on the renunciation by Russia of the claims mentioned in paragraph 2.

(4) Where responsibility for liabilities contracted by the Russian Soviet Government or its predecessors towards foreign nationals has been assumed by a foreign Government, the liabilities will be treated on the same footing as private debts in accordance with Clause IV.

(5) The provisions of this clause will not apply to balances standing to the credit of a former Russian Government in any bank situated in a country of which the Government made advances to a former Russian Government, or assumed responsibility for any Russian Government loan floated in that country between 1st August, 1914, and 7th November, 1917. Such balances shall, without prejudice to the rights of third parties, be transferred to the Government concerned. The liability of the Russian Soviet Government in respect of war debts shall be *pro tanto* reduced.

Clause III

All financial claims by other Governments upon the Russian Soviet Government, and by the Russian Soviet Government upon other Governments, excepting those dealt with in these clauses, shall, subject to any special arrangement which may be made, remain in suspense until the agreement referred to in Clause II, paragraph 3, has been concluded. The claims shall then be extinguished.

Nevertheless, this claim shall not apply to claims on behalf of the nationals of other Powers on account of the action in Russia of the Russian Soviet Government, or to claims on behalf of Russian nationals on account of the action in other countries of the Governments of those countries.

Clause IV

In conformity with the general principle admitted by all Governments, the Russian Soviet Government recognizes its obligation to fulfil the financial engagements which it or its predecessors, that is to say, the Imperial Russian Government, or the Provisional Russian Government, have contracted *vis-à-vis* foreign nationals.

Clause V

The Russian Soviet Government undertakes to recognize, or to cause to be recognized, the financial engagements of all authorities in Russia, provincial or local, as well as all public utility enterprises in Russia contracted before this date *vis-a-vis* the nationals of other Powers, unless at the time when the engagement was contracted the territory in which the authority or enterprise was situated was not under the control of the Russian Soviet Government, or of the Russian Provisional Government, or of the Russian Imperial Government.

Clause VI

The Russian Soviet Government agrees to conclude an arrangement within twelve months of the coming into force of this clause with the representatives of foreign holders of bonds and bills issued or guaranteed by the Russian Soviet Government or its predecessors, for ensuring the restarting of the service of the loans and the payment of the bills. This arrangement will

cover terms and dates of payment, including remission of interest, so that adequate account may be taken both of the actual conditions in Russia and of the necessity for her reconstruction.

The said arrangement shall apply as far as possible to all foreign holders without distinction of nationality.

In case a collective agreement cannot be reached, the benefit of an arrangement concluded with any particular group may be claimed by all other foreign holders.

If no such arrangement as is referred to in paragraph 1 can be concluded, the Russian Soviet Government agrees to accept the decision of an Arbitration Commission. This Commission shall consist of a member appointed by the Russian Soviet Government, a member appointed by the foreign holders, two members and a President appointed by the President of the Supreme Court of the United States, or failing him by the Council of the League of Nations or the President of the Permanent Court of International Justice at the Hague. This Commission shall decide all questions as to the remission of interest and as to the mode of payment of capital and interest and will take into account in so doing the economic and financial condition of Russia.

The procedure laid down in this Clause as to Russian Government bonds and bills shall also be applied in the case of the financial obligations referred to in Clause V.

Clause VII

In order to encourage the re-starting of foreign economic activity in Russia and to permit foreign States to furnish to Russia the aid indicated above in the introduction and thereby to facilitate the restoration of the country, the Russian Soviet Government accepts the following arrangement with respect to private property:

Without prejudice to its freedom, as recognised in the Cannes Resolution, to regulate its system of ownership, internal economy and government, and to choose for itself the system which it prefers in this respect, the Russian Soviet Government recognises its obligation, in accordance with the said Resolution, to restore or compensate all foreign interests for loss or damage caused to them when property has been confiscated or withheld.

In cases in which the previous owner is not enabled to resume possession of his former rights, the Russian Soviet Government will make an offer of compensation. If no agreement is come to between the previous owner and the Russian Soviet Governement as to the nature and amount of the compensation, the previous owner shall be entitled to submit to the Mixed Arbitral Tribunal referred to hereafter the question whether the compensation offered by the Russian Soviet Government is just and adequate.

If the Mixed Arbitral Tribunal decides that the compensation is just and adequate, it must be accepted by the previous owner; but if the Tribunal decides that the compensation is not just and adequate, and the Russian Soviet Government and the previous owner are still unable to reach an agreement as to the compensation, the previous owner shall receive from the Russian Soviet Government a grant of the enjoyment of the property on terms not less favourable in all matters relating to its use and disposition than the rights he previously possessed; provided, however, that where the Mixed Arbitral Tribunal decides that the grant of the enjoyment of the property is impracticable and that com-

pensation must be given, the amount, if not agreed, shall be fixed by the Mixed Arbitral Tribunal and shall be payable in bonds.

In cases in which the Russian Soviet Government cannot give back the property it shall not be entitled to hand it over hereafter to other parties. If the Russian Soviet Government proposed at a later date to hand it over as above, a preference shall be given to the previous owner.

If the exploitation of the property can only be ensured by its merger in a larger group, the preceding provision shall not apply, but the previous owner shall be entitled to participate in the group in proportion to his former rights.

The term "previous owner" shall include Russian financial, industrial and commercial companies, which at the date of nationalisation were controlled by nationals of other Powers, or in which at the same date such nationals possessed a substantial interest (either as shareholders or bondholders), if the majority of the foreign interests so desire. It shall also include a foreigner entitled to the beneficial use of property in Russia which was vested in a Russian nominee.

In cases in which a claim is not put forward in virtue of the preceding paragraph, a claim for compensation in conformity with this clause may be put forward by any foreign national interested in a Russian company in respect of injury or loss suffered by the company.

In the settlement of claims and in awards of compensation in respect of private property, provision shall be made for the protection of claims which third parties possessed against the property.

In cases where damage has been done to the property in consequence of the action or negligence of the Russian Soviet Government, compensation in accordance with the principles of international law shall be assessed by the Mixed Arbitral Tribunal.

Clause VIII

Provision shall be made by the Russian Soviet Government for enabling foreign nationals to enforce their claims against private persons in Russia.

If the payment of the sums due has been rendered impossible by the action or negligence of the Russian Soviet Government, the liability must be assumed by that Government.

Clause IX

Pecuniary compensation awarded under Clause VII will be paid by the issue of new Russian 5 per cent bonds for the amount fixed by the Mixed Arbitral Tribunal.

The terms as to the payment of interest on these new bonds, and the terms as to their amortisation, shall be similar *mutatis mutandis* to those for old bonds as fixed by the Arbitral Commission referred to in Clause VI.

Clause X

Mixed Arbitral Tribunals shall be appointed for each country to decide questions as to the compensation to be paid under these clauses. These Tribunals shall consist in respect of each country of one member appointed by the Russian Soviet Government, one member appointed by the Government of the national concerned, and a President appointed by the President of the Arbitral Commission referred to in Clause VI.

Clause XI

The re-starting in the shortest possible time of enterprises of all kinds which belonged to foreigners before the events of 1917, and the establishment of new enterprises being of the greatest importance for the rapid reconstruction of Russia, the Russian Soviet Government undertakes to take all necessary measures for ensuring forthwith the protection of the person, the property and the labour of foreigners.

For this purpose the administration of justice in Russia shall be provided for as set out in Article 8 of the Recommendations of the Experts in London, and foreigners shall be allowed to reside and trade in Russia in accordance with the provisions of Articles 9-17 of the said Recommendations. *(See* Annexe.)

Clause XII

Special arrangements will be made in agreement with the Russian Soviet Government for the settlement of questions relating to the liquidation of pre-war contracts between Russian nationals and foreigners, and questions relating to prescriptions, limitations, and foreclosures.

Clause XIII

The Russian Soviet Government will restore to the Roumanian Government the valuables deposited at Moscow by the said Roumanian Government.

Genoa, May 2nd, 1922.

ANNEXE

Articles 8-17 of the Recommendations of the Experts in London

A.—*Administration of Justice*

Article 8.—The Russian Soviet Government shall undertake to provide for the good administration of justice in accordance with the following principles:—

(1) Independence of the judicial authority *vis-a-vis* the executive authority.
(2) Administration of justice in public by professional judges, who must be independent and irremovable.
(3) The law to be applied must be known and published; it shall be equal between persons and have no retroactive effect. It shall afford adequate guarantees to foreigners against arbitrary arrests and domiciliary visits.
(4) Foreigners shall have free access to the courts, and no disability shall attach to foreigners as foreigners; they shall be entitled to be represented before the courts by counsel of their own choosing.
(5) The rules of procedure to be observed in the courts shall be such as to facilitate the thorough and rapid administration of justice. The right of appeal and of new trial shall be assured.
(6) The parties to a contract shall have the right to provide that a foreign law shall apply; the courts must in such case apply that law.
(7) Just procedure shall be established in order to ensure the execution of valid foreign judgments, including judgments of foreign courts based on a provision in a commercial contract conferring jurisdiction on that court.
(8) The validity of a clause in contracts for the arbitration of any or all disputes arising therein shall be recognised and rules shall be made for enforcing arbitration awards, including those given in a foreign country.

B.—*Conditions of Residence and Trade in Russia*

Article 9.—The Russiant Soviet Government shall undertake to permit the entry and egress of foreigners into and from its territory in accordance with the usual practice of States.

Article 10.—Foreigners while sojourning in Russia shall be exempted from all kinds of compulsory services and from any contributions whatever imposed as an equivalent for personal service; they shall not be subject to any forced loans.

Article 11.—Foreigners shall be at liberty to communicate freely by post, telegraph or wireless telegraph, and to use telegraph codes under the conditions and subject to the regulations laid down in the International Telegraph Conventions.

Article 12.—Foreigners shall enjoy all protection, rights and facilities which are necessary to enable them to carry on any permitted trade, profession or occupation in accordance with the usual practice of States; they shall not be subject to any discriminating legislation or restrictions on account of their nationality. They shall not be compelled to join any local organisation.

Article 13.—No discrimination against the workmen employed in undertakings belonging to foreigners or directed by foreigners shall be exercised in respect of military service, or forced labour; nor shall any taxation be levied in lieu thereof.

Article 14.—Foreigners shall have adequate facilities for travelling on Russian railways, roads, and waterways, and for the carriage of their goods and merchandise. These facilities shall not be less than those accorded to Russian Government enterprises or Russian nationals and shall be applied without discrimination.

Article 15.—Requisitions shall not be imposed save in exceptional circumstances and subject to adequate compensation payable at the time.

Article 16.—Foreign companies and associations duly constituted shall be allowed to carry on any business open to foreigners in Russia, and for this purpose shall have the same rights as private individuals including that of appearing before the tribunals.

Article 17.—Foreign firms or individuals, and also foreign companies and associations, carrying on any permitted trade, profession, or occupation in Russia shall be subject to no higher taxation than is borne by Russian nationals.

The system of taxation shall not in practice impose on branches of foreign companies carrying on permitted trades, professions, and occupations in Russia any greater burden of taxation than on similar businesses carried on there by Russian companies.

Annex II

REPLY OF THE RUSSIAN DELEGATION TO THE MEMORANDUM SENT ON MAY 3, 1922

Before entering into an examination of the articles of the Memorandum signed by a group of Powers and transmitted with a letter from M. Schanzer, President of the Political Sub-Commission to the Russian Delegation on the 2nd May, the Russian Delegation, to its great regret, is obliged to observe that this Memorandum, while not offering the equitable solution of the Russian problem which had been expected, represents in some respects a retrogression from the conditions offered to Russia in the agreement of the Villa d'Albertis of the 20th April, and even from the Memorandum of London itself. Moreover, the contents of the Memorandum of the 2nd May constitute a marked deviation from the lines laid down for the Conference of Genoa by the Resolution of Cannes.

The Inviting Powers, in summoning Russia to the present Conference, at the same time as the other States, gave as their reason the necessity of "restoring its vitality to the European system which is now paralyzed." The means of attaining this end were to be "the economic reconstruction of Central and Eastern Europe." It was unanimously agreed that Russia was the State whose economic reconstruction was of the greatest interest to Europe, and to the whole world.

In its first Memorandum, replying to the Memorandum of London, the Russian Delegation drew the attention of the Conference to the fact that the problem of reconstructing Russia ought to lie at the foundation of its labours. The Russian Delegation declared its willingness to consider, in concert with the other Powers, this fundamental problem, whose solution would give to the world's industries 140 millions of consumers, and an immense quantity of raw materials, and so contribute to the relief of the crisis, the unemployment and the misery created by the World War, the intervention and the blockade.

The Russian Delegation, in accordance with the invitation of Cannes, came to Genoa with a whole series of plans and proposals concerning the credits and the loans required by Russia in return for real guarantees. They brought also a detailed account of the juridical guarantees already realized in Russian legislation, assuring to foreign nationals, who desire to give Russia the benefit of their technical knowledge and capital, protection in their property, their rights, and the profits of their enterprises. Moreover, the Russian Delegation had intended to present a list of industrial, mining, agricultural and other concessions which it desired to grant to foreigners.

But up to now this, the most important side of the Russian problem and of the economic problem of the world, has not been even touched upon. The efforts of the Russian Delegation to bring this question before the Committee of Experts appointed to consider the Russian problem have met with an insurmountable opposition. The Committee of Experts has laid down, as a condition preliminary to any examination of these questions, Russia's obligation to accept liability for the settlement of State debts and the claims of private individuals.

This method of procedure can only condemn to sterility the most important part of the work of the Conference. Instead of beginning by examining those aspects of the Russian problem which would provoke the least controversy, the Committee of Experts—as likewise the Memorandum of May 2—have placed in the foreground the question which, because of its political and legal complexity, must inevitably give rise to the hottest discussions.

In consequence of this original mistake, the problems of the future, which interest everyone, have been subordinated to the interests of the past, which affect only certain groups of foreigners. The asertion that a recognition of the debts of former Russian Governments and the claims of private individuals is a condition essential to the co-operation of foreign capital in resuscitating the credit of New Russia is contradicted by the fact that many foreign capitalists have already given their collaboration to Russia without waiting for a settlement of the question of debts. It is not this or that solution of the question of debts which will make capital flow into Russia, but the guarantees which the Russian Government may be able to furnish for the future, and the international consolidation of this Government which would result from its *de jure* recognition.

The attempt to throw suspicion upon the attitude of the Russian Government in the eyes of future creditors, because it is unwilling to subscribe blindly to proposals which are too burdensome, is not unprejudiced. The repudiation of the debts and obligations contracted by the former régime, abhorred as it was by the Russian people, can in no wise indicate in advance

the attitude of Soviet Russia, the child of the revolution, towards those who would come with their capital and technical knowledge to help in its reconstruction. On the contrary, the fact that the Russian Delegation, in the matter of the settlement of debts, takes into serious account the interests of the Russian people, and of the economic possibilities of Russia, proves that it desires only to assume engagements which it is sure that Russia will be able to fulfil.

It is worthy of remark that more than one of the States represented at the Conference of Genoa have in the past repudiated debts and obligations contracted by it; more than one State have confiscated and sequestered the property of foreigners, or of its own nationals, without having been subjected on that account to the ostracism of which Soviet Russia has been the victim.

It is difficult to explain by the non-fulfilment of some financial claims the obstinacy with which certain Powers employ to exclude Russia from international economic and political life, and to deny her equality of treatment. If one considers what this attitude has cost the world, what it has cost the States which inaugurated it, and what it has cost Russia herself, where for almost five years its dreadful consequences have been endured, one finds it difficult to believe that the interests of Russian bondholders or of former owners of nationalized property are the only things at stake.

The incidents of the last few days, especially with regard to the matter of the restitution of nationalized property to its former owners, show plainly that a political question has been grafted on to one which is purely material. The conflict which has developed at Genoa around the Russian problem reaches farther and deeper. The political and social reaction which has followed in most countries the years of war seeks in defeating Soviet Russia, which represents the collectivist tendencies in social organization, to attain the complete triumph of capitalistic individualism. The Russian Delegation has refused, and still refuses, to introduce into the discussions in progress any form of political tendency, but it cannot refrain from pointing out that this attempt to bring about at Genoa the triumph of the programme of a party or of a social system is contrary to the letter and to the spirit of the first resolution of Cannes. If the labours of the Conference are threatened, the whole responsibility will fall upon those Powers which, opposing alone the general desire for an agreement, place the interests of certain social groups above the common interest of Europe.

The Russian Delegation observes that the Preamble of the Memorandum of May 2nd tries to render plausible the idea that a prolonged economic isolation of Russia will injure herself only, while the rest of Europe will in any case find means of escape from its economic difficulties. The purpose of this assertion is clear: Russia, who needs the collaboration of other Powers for her economic recovery, must endure the sacrifices which this collaboration entails.

This assertion is contrary to public opinion, which, through the lips of competent men and through repeated manifestations of the working masses, has proved that Russia cannot be replaced by any substitute, and that her absence from the world market causes disturbances which no artifice can remedy. The place of Russia cannot be occupied by any one but Russia herself. The isolation of Russia has political consequences no less disastrous

than its economic ones. The security of Europe and the peace of the world demand the abolition of this abnormal state of affairs. As long as Russia remains in a sort of economic and political quarantine this temporary state of affairs cannot but encourage military adventures on the part of certain States, near neighbours to or distant from Russia, who, assuming the rôle of "police of European civilization," are seeking to trouble the peace and secure possession of the territories and riches of Russia and of the other Soviet Republics. That is why the solution of the Russian problem will not advance by a single inch unless the Powers assembled at Genoa become fully alive to the idea that the sacrifices which they demand of Russia must find a counterpart in similar sacrifies from themselves.

In its letter addressed to Lloyd George on the 20th April, the Russian Delegation makes important concessions, raising at the same time the question of granting credits and loans to the Russian Government. At the first Session of the Committee of Experts, the Russian Delegation requested a detailed examination of this question.

But the Committee of Experts, as has been stated above, refused this proposal. Now does this question of such considerable interest to Russia meet with any reply in the Memorandum of May 2nd. Instead of credits to be granted to the Russian Government, the preamble of the Memorandum specifies the credits which the various Governments are ready to grant to those of their nationals who may wish to trade with Russia. But this question, however interesting it may be for the private traders of other countries, has nothing to do with the question raised by the Russian Delegation. Moreover, these private merchants and manufacturers will not be able to utilize the credits to the extent desired unless the Russian Government is assured of the financial means necessary to revive the productive forces of the country —a condition indispensable to commercial relations of any magnitude between Russia and the other States. If the Russian Government lacks the financial resources or credits to revive industry and agriculture, to restore its means of transport and to establish a stable currency, stopping the issue of paper roubles of steadily depreciating value, commercial relations of any importance with foreign countries will encounter very great difficulties. Furthermore, the measures aiming at the revival of Russia can only be applied by the Government itself or according to a plan drawn up beforehand. The Russian Delegation had intended to sumbit to the Conference such a plan worked out by competent men of science and industry.

The Russian Delegation observes, not without a certain astonishment, the striking contrast in the Memorandum of May 2nd—that to the principal question of the restoration of Russia are devoted general considerations containing no precise proposals, while the question of the settlement of State debts and private claims is presented in the form of an agreement which attempts to prescribe the most minute details.

The Russian Delegation is no less surprised to find that in this financial contract, and at the head of all its clauses, are political clauses which have never heretofore figured in the discussions of the Russian Delegation with the other Delegations.

Selecting from the Cannes conditions which have a political character, and which, by the way, have been accepted by the Russian Government, a

single condition, namely the 5th, which deals with subversive propaganda, the Memorandum ascribes to it at the same time a new meaning and makes it a one-sided obligation for Russia. Yet the Russian Government has proved more than once that the true subversive propaganda, through the organization and despatch of armed bands, has been conducted by certain countries, neighbours of Russia and even signatories of the Memorandum.

Giving a new scope to this Cannes condition, the Memorandum demands that Russia should "suppress upon her territory all attempts to aid revolutionary movements in other countries." If, however, by this formula the Memorandum means to forbid the activities of political parties or organizations of workers, the Russian Delegation cannot accept such a prohibition unless the activities in question transgress the laws of the country.

In the same clause the Memorandum requests that Russia should "abstain from all action tending to disturb the political and territorial *status quo* in other States." The Russian Delegation considers this demand a veiled attempt to make Russia recognise treaties concluded by other States. But that is a political question which Russia is ready to discuss at the proper moment with the Powers involved.

Another political question artificially introduced into the Memorandum is that of the relations between Roumania and Russia, contemplated in Clause 13. As this question forms part of the totality of political, territorial and other questions at issue between Russia and Roumania, it cannot be examined separately.

But the Russian Delegation expresses above all its surprise at seeing raised in the Memorandum the question of peace in Asia Minor—all the more so as in spite of the proposal of Russia that Turkey should be invited to the Conference of Genoa, she was excluded from it. The presence of Turkey at the Conference is precisely what would have contributed to the re-establishment of peace in Asia Minor. Russia, on her part, in view of her relations of close friendship with Turkey, would have contributed to the achievement of this desired end.

As regards the strict neutrality which the Memorandum of May 2nd requires from Russia in the war which is being waged on Turkish territory, this can be only such neutrality as law and international conventions demand from all the Powers.

Passing to the other clauses of the Memorandum, the Russian Delegation is obliged to observe that all of the claims set forth therein result from changes produced by the Russian Revolution.

It is not for the Russian Delegation to justify this great act of the Russian people before an Assembly of Powers, many of whom count more than one revolution in their own history; but the Russian Delegation feels obliged to recall that principle of law according to which revolutions which are a violent rupture with the past carry with them new juridical relations in the foreign and domestic affairs of States. Governments and systems that spring from revolution are not bound to respect the obligations of fallen Governments. The French Convention, of which France declares herself to be the legitimate successor, proclaimed on the 22nd December, 1792, that "the sovereignty of peoples is not bound by the treaties of tyrants." In accordance with this declaration, revolutionary France not only tore up the political treaties of the former regime with foreign countries, but also repudiated her national debt. She consented to pay only one-third of that debt, and that from motives of

political expedience. This was the "tiers consolide," the interest on which did not begin to be regularly paid until the commencement of the nineteenth century.

This practice, which has been elevated to the rank of a doctrine by eminent legal authorities, has been followed almost universally by Government born of a revolution or a war of liberation.

The United States repudiated the treaties of its predecessors, England and Spain.

On the other hand, the Governments of the victorious States did not hesitate during the war, and especially on the conclusion of the Treaties of Peace, to seize the property of the nationals of the vanquished states situated upon their territory, and even upon foreign territory.

In conformity with these precedents, Russia cannot be obliged to assume any responsibility whatever toward foreign Powers and their nationals for the cancellation of public debts, and for the nationalisation of private property.

Another question of law: Is the Russian Government responsible for damages caused to the property, rights and interests of foreign nationals by reason of civil war, apart from those which were caused to these persons by the acts of the Government itself—that is, the cancellation of debts and the nationalisation of property? Here again the juridical doctrine is entirely in favour of the Russian Government. Revolution, assimilated like all great popular movements, being akin to *force majeure,* does not confer any title to indemnity upon those who have suffered from it. When foreign nationals, supported by their Governments, demanded from the Tsarist Government the repayment of the losses caused to them by the revolutionary events of 1905 and 1906, the Government rejected their demands, basing its refusal upon the fact that not having accorded damages to its own subjects for similar losses, it could not place foreigners in a privileged position.

Thus, from the point of view of law, Russia is in no wise obliged to pay the debts of the past, to restore property, or to compensate their former owners, nor is she obliged to pay indemnities for other damages suffered by foreign nationals, whether as a result of legislation adopted by Russia in the exercise of her sovereignty, or as a result of the revolutionary events. Nevertheless, in a spirit of conciliation and in order to arrive at an understanding with all the Powers, Russia has accepted under the reserve of reciprocity the principle contained in the third Cannes Resolution. This reciprocity, that is, the obligation resting on every Government to pay compensation for damages caused by its acts or its negligence, has been confirmed in the official interpretations of the third Cannes Resolution to which reference has already been made in the first Russian Memorandum.

With the exception of the war debts which, having a specific origin, were extinguished by the very fact that Russia, having withdrawn from the war without participating in the division of its advantages, could not assume its costs—the Russian Delegation has declared itself ready to accept liability for the payment of public debts provided that the damages caused to Russia by the Allied intervention and the blockade be recognized.

In law, the Russian counterclaims are infinitely more justified than the claims of the foreign Powers and their nationals. Practice and theory agree in imposing the responsibility for damages caused by intervention and blockade upon the governments which instituted them. Without citing other cases,

we shall limit ourselves to recalling the decision of the Court of Arbitration at Geneva of September 14, 1872, condemning Great Britain to pay to the United States 15½ million dollars for the damages caused to that country by the privateer *Alabama,* which in the Civil War between the Northern and Southern States gave help to the latter.

The intervention and the blockade of the Allies and neutrals against Russia constituted official acts of war on their part. The documents published in Annex 2 of the first Russian Memorandum prove with evidence that the chiefs of the counter-revolutionary armies were such only in appearance and that their real commanders were the foreign generals sent especially for that purpose by certain Powers. These Powers not only took direct part in the civil war, but they were its authors.

Nevertheless, in its desire to reach a practical agreement, the Russian Delegation, as a result of the discussions which took place at the Villa De Albertis, adopted a policy of most far-reaching concessions, and declared itself prepared to renounce conditionally its counterclaims, and to accept the engagements of the former Governments, in exchange for a number of concessions on the part of the Powers, the most important being real credits placed at the disposal of the Russian Government amounting to a sum to be agreed upon in advance. Unfortunately, this engagement of the Powers has not been carried out. The Memorandum says nothing of definite credits which the signatories would be ready to grant to the Russian Government, and the credits which they promised to extend to their nationals for the purpose of trading with Russia are of an optional character.

Moreover, the Memorandum raises again the whole question of the war debts whose cancellation was one of the conditions of the renunciation by Russia of her counterclaims. The Memorandum likewise discusses the moratorium and the cancellation of the interest on pre-war debts, leaving the final decision of this question to the competence of a Court of Arbitration, a procedure contrary to the provisions even of the Memorandum of London, instead of settling it in the agreement itself.

Thus the signatories of the Memorandum, by withdrawing from its obligations, recognize that the opposing party is equally free from his. In this manner the laborious negotiations which resulted in the agreement of the Villa De Albertis have been rendered vain. The Russian Delegation does not wish to seek out the Powers upon whom the responsibility for this may fall, but in any case it does not fall upon Russia.

The negotiations have been rendered still more difficult by the obstinacy of certain States in imposing upon Russia, by Article 7, obligations inconsistent with her social system and with Article 1 of the Cannes Resolutions.

Clause 7 begins with a fine preamble, recognizing the sovereign right of Russia to organize as she thinks fit within her own territory her system of property, her economic system and her Government; but the text of the clause itself is in flagrant contradiction with its preamble. The sovereignty of the Russian State becomes the plaything of chance. It can be defeated by the decisions of a mixed Court of Arbitration composed of four foreigners and one Russian, which will decide in the last instance whether the interests of foreigners are to be subject to the restoration, restitution, or compensation.

On this subject, the Russian Delegation must call attention to the fact that in the trial of disputes of this kind, the specific disagreements will

inevitably end in opposing to one another two forms of property, whose antagonism assumes to-day for the first time in history, a real and practical character. In such circumstances there can be no question of an impartial super-arbiter, and according to the sense of Clause 7 the part of super-arbiter would inevitably be filled by the other interested party, a thing which would beyond a doubt lead to the intervention of foreigners in the domestic affairs of Russia, and would be tantamount to an abolition in practice of the inviolability of the system of property existing in Russia recognized at the beginning of Clause 7.

Furthermore, the Russian Delegation considers that Clause 7 has no practical character. Its presence in the Memorandum of May 2 can only be explained as a result of the desire to satisfy class or party feeling, and not by any means as the result of an adequate knowledge of the state of affairs in Russia. To say nothing of the perpetual conflicts to which this clause would give rise between the claimants and the Russian Government, between the latter and foreign Powers, Clause 7, far from creating between the Soviet regime and the capitalist system that mutual tolerance which is the condition of fertile collaboration, will only tend to poison their relations. Foreigners who went into Russia, not in consequence of a friendly agreement with the Russian Government to work under the protection of Russian laws, but in virtue of the decisions of a mixed Arbitral Tribunal, would soon feel a general hostility toward themselves.

The Russian Government, on its part, in order to enable the former owners of nationalized property to apply their technical knowledge and their capital to the economic restoration of Russia for their own advantage, has recognized in their favour a preferential right in every case where their former property is to be granted as a concession, whether under the form of a lease, a mixed company formed by the State and the foreign capital, or under any other form providing for the participation of foreigners.

The Russian Delegation similarly observes that the interested States, whilst reserving all their solicitude for a small group of foreign capitalists and manifesting an inexplicable doctrinaire intransegance, have sacrificed a large number of foreign capitalists desirous of profiting by the facilities and guarantees offered them by the Russian Government to return and work in Russia, and they have sacrificed as well the interests of a multitude of small holders of Russian bonds and small foreign proprietors whose property has been nationalized or sequestrated and whom the Russian Government had intended to include among those the justice and merit of whose claims she recognized. The Russian Delegation cannot refrain from expressing its surprise that Powers like France, in which are found the majority of the small holders of Russian bonds, should have insisted most upon the restitution of property, thus subordinating the interests of the small holders of Russian bonds to those of certain groups who demand the restitution of property.

The Russian Government sent its representatives to the Conference of Genoa in the hope of achieving an agreement with the other States which, without affecting the social and political system established as a result of the revolution and the intervention victoriously repulsed, would bring about not an aggravation but an improvement of the economic and financial situation of Russia, and would at the same time pave the way to an amelioration of the economic situation of Europe.

But this object presupposed that the foreign Powers who organize the armed intervention in Russia would cease to hold toward Russia the language of a victor to the vanquished, Russia not having been conquered. The only language which could have led to a common agreement was that which States adopt toward each other when negotiating upon a footing of equality.

Russia is still prepared, in order to assure the success of the Agreement to consent to important concessions to the foreign Powers, but on the absolute condition that equivalent concessions in favour of the Russian people shall be made by the other contracting party. The popular masses of Russia could not accept an agreement in which concessions were not balanced by real advantages.

Another issue suggested by the difficulties of the situation would be the reciprocal translation of the claims and counter-claims between Russia and the other Powers arising out of the past. But in this case also, the Russian Government is determined to respect the interests of the small bond-holders.

If, nevertheless, the Powers desire to examine the solution of the financial disputes between themselves and Russia, inasmuch as this question demands a deeper study of the nature and extent of the claims presented to Russia and a more exact appreciation of the credits that could be placed at her disposal, this task might be entrusted to a mixed commission of experts appointed by the Conference whose work should begin at a date and in a place to be determined by mutual agreement.

The Russian Delegation observes that the great obstacle which has, up to the present time, impeded the labours of the Conference, is the fact that the idea of reciprocity expressed above is not yet sufficiently shared by all the Powers. But the Russian Delegation cannot refrain from emphasizing the fact that the negotiations which have taken place have opened the way to a rapprochement between Soviet Russia and other Powers. The Russian Delegation is of opinion that the disagreements which have arisen in the course of the solution of the financial differences between Russia and the other Powers ought not to constitute an obstacle to the solution of other problems which can and ought to be solved here at Genoa—problems interesting all countries—and especially the problems involved in the economic reconstruction of Europe and of Russia and the consolidation of peace. Russia came to the Conference with conciliatory intention, and she still hopes that her efforts in this direction will be crowned with success.

Genoa,
May 11th, 1922.

Annex I

MINUTES OF MEETING HELD AT THE VILLA D'ALBERTIS, GENOA, ON SUNDAY, MAY 14th, 1922, ATTENDED BY THE CHIEFS OF THE ITALIAN, BELGIAN, BRITISH, FRENCH AND JAPANESE DELEGATIONS

The representatives present considered the reply to be made to the Russian Memorandum of May 11th and agreed to make the following recommendations to the Sub-Committee of the First Commission of the Genoa Conference, meeting without the German and the Russian representatives.

1. The proposal made by the Russian Delegates in their Memorandum of May 11, 1922, for the meeting of a Commission of Experts should be accepted in the form provided in the Annex, and June 26 should be proposed as the date of the meeting.

2. The Powers represented at Genoa, other than Germany and Russia, shall be invited by the President of the Genoa Conference to send representatives to The Hague on June 15, 1922, for a preliminary exchange of views to consider the line of action to be adopted by the Commission of Experts towards the Russians.

The President of the Genoa Conference should be requested to extend a similar invitation to the United States of America if he ascertains that she is willing to attend.

3. The representatives at The Hague will decide how the Commission which will be charged with the conduct of the negotiations with the Russian Commission is to be composed.

4. The Governments represented at the preliminary exchange of views will, in the light of those discussions, intimate, unless they have already done so, whether or not they are willing to take part in the Commission.

Unwillingness to do so on the part of a Government will not prevent the meeting of the Commission on behalf of other Governments.

5. If no joint recommendations can be submitted by the Commissions of Experts within a period of three months from the date mentioned in Clause 4 of the annexed document or if the joint recommendations are not accepted by the Governments concerned within one month after the date of the recommendations, each Government will be at liberty to make a separate agreement with the Russian Soviet Government on the matters referred to in Clause 3 of the annexed document.

6. The Delegations agreed to recommend their respective Governments not to recognise or support any private agreements made by their nationals with the Russian Soviet Government affecting property previously belonging to other foreigners before the conclusion of the work of the Expert Commissions or during the month following the making of the joint recommendations, if any.

7. The annexed document should be communicated to the Russian Delegation.

8. The Belgian and French Delegations declared that they would recommend their Governments to adhere to the decisions embodied in the present procès-verbal.

ANNEXE

Clauses for communication to the Russian Delegation

1. The powers mentioned above* agree that a Commission of Experts shall be appointed for the purpose of further consideration of the outstanding differences between the Russian Soviet Government and the other Governments and for the purpose of meeting a Russian Commission similarly empowered.

2. The names of the Powers represented in the non-Russian Commission, together with the names of the members of the Commission, will be communicated to the Russian Soviet Government, and the names of the members of the Russian Commission will be communicated to the other Governments, not later than June 20.

* i.e. The Powers sending the reply to the Russian Delegation.

3. The matters to be dealt with by these Commissions will comprise all outstanding questions relating to debts, private property and credits.

4. The members of the two Commissions will be at The Hague on June 26, 1922.

5. The Commissions will endeavour to arrive at joint recommendations on the matters dealt with in Clause 3.

6. In order to enable the work of the Commissions to be carried on in tranquility, and in order to restore mutual confidence, engagements will be entered into binding the Russian Soviet Government on the one hand and the other participating Governments on the other hand to refrain from all acts of aggression against their respective territories and to refrain from subversive propaganda.

The pact to refrain from acts of aggression will be founded on the observance of the existing *status quo*, and will remain in force either until the outstanding frontier questions in Europe are settled, or for a definite period.

The agreement against propaganda will bind all the signatory Governments to abstain from interfering in any way in the internal affairs of other States, from supporting by financial or other means political organizations at work in other countries and also to suppress in their territory attempts to foment acts of violence in other States and attempts which might disturb the territorial and political *status quo*.

Annex J

CLAUSES ADOPTED BY THE FIRST COMMISSION AT ITS MEETING OF MAY 18, 1922, AND CONFIRMED AT THE FINAL PLENARY SESSION, MAY 19, 1922

I

The Powers mentioned above agree that a Commission shall be appointed for the purpose of further consideration of the outstanding differences between the Russian Soviet Government and the other Governments, and for the purpose of meeting a Russian Commission similarly empowered.

II

The names of the Powers represented in the non-Russian Commission, together with the names of the members of the Commission, will be communicated to the Russian Soviet Government, and the names of the members of the Russian Commission will be communicated to the other Governments, not later than June 20.

III

The matters to be dealt with by these Commissions will comprise all outstanding questions relating to debts, private property and credits.

IV

The members of the two Commissions will be at The Hague on June 26, 1922.

V

The Commissions will endeavour to arrive at joint recommendations on the matters dealt with in Clause III.

VI

In order to enable the work of the Commissions to be carried on in tranquility, and in order to restore mutual confidence, engagements will be entered into binding the Russian Soviet Government and the Governments now allied with the Russian Soviet Government on the one hand, and the other participating Governments on the other hand, to refrain from all acts of aggression against their respective territories, and to refrain from subversive propaganda.

The pact to refrain from acts of aggression will be founded on the observance of the existing *status quo,* and will remain in force for a period of four months from the closing of the work of the Commission.

The agreement against propaganda will bind all the signatory Governments to abstain from interfering in any way in the internal affairs of other States, from supporting by financial or other means political organizations at work in other countries, and also to suppress in their territory attempts to foment acts of violence in other States, and attempts which might disturb the teritorial and political *status quo.*

Annex K

REPORT OF THE SECOND COMMISSION (FINANCE)

Introduction

The Second Commission, which was appointed by the Conference to deal with financial subjects, met on the 11th April, 1922, at 4 p.m., and appointed a Sub-Commission to consider the proposals in regard to Currency. At the second meeting, held on the 13th April, a second Sub-Commission was appointed on Credits, and a third Sub-Commission on Exchange.

The Currency Sub-Commission held a preliminary meeting on the 12th April, and at a second meeting on the 13th April decided to constitute a Committee of Experts to consider the matters referred to it.

The Report of the Committee of Experts (Annex A) was received on the 17th April.

The Exchange Sub-Commission met on the 17th April, and decided to refer the proposals before it to the Committee of Experts which had been dealing with Currency.

The further Report of the Committee of Experts in regard to Exchange (Annex B) was received on the 19th April and the two reports were then considered at a joint meeting of the Sub-Commissions on Currency and Exchange.

The reports were adopted, and the resolutions framed by the Committee of Experts were recommended by the Sub-Commissions, with modifications, for adoption. (Resolutions 1 to 11, and 14 to 15 below.)

A further resolution (Resolution 12), relative to the steps to be taken to call a meeting of central banks and banks regulating credit policy in the several countries, was recommended by the Sub-Commission on Currency.

The recommendations of the Sub-Commissions on Currency and Exchange were adopted by the Commission at a meeting held on the 20th April.

The Sub-Commission on Credits held meetings on the 24th April and 26th April, and recommended four resolutions (Resolutions 16 to 19), which were adopted by the Commission at a meeting on the 29th April.

The 19 resolutions there adopted are now recommended to the Conference for adoption.

I.—Currency

Resolution 1

The essential requisite for the economic reconstruction of Europe is the achievement by each country of stability in the value of its currency.

Resolution 2

Banks, and especially banks of issue, should be free from political pressure, and should be conducted solely on lines of prudent finance. In countries where there is no central bank of issue, one should be established.

Resolution 3

Measures of currency reform will be facilitated if the practice of continuous co-operation among central banks of issue, or banks regulating credit policy in the several countries can be developed. Such co-operation of central banks, not necessarily confined to Europe, would provide opportunities of co-ordinating their policy, without hampering the freedom of the several banks. It is suggested that an early meeting of representatives of central banks should be held with a view to considering how best to give effect to this recommendation.

Resolution 4

It is desirable that all European currencies should be based upon a common standard.

Resolution 5

Gold is the only common standard which all European countries could at present agree to adopt.

Resolution 6

It is in the general interest that European Governments should declare now that the establishment of a gold standard is their ultimate object, and should agree on the programme by way of which they intend to achieve it.

Resolution 7

So long as there is a deficiency in the annual budget of the State which is met by the creation of fiduciary money or bank credits, no currency reform is possible, and no approach to the establishment of the gold standard can be made. The most important reform of all must therefore be the balancing of

the annual expenditure of the State without the creation of fresh credits unrepresented by new assets. The balancing of the budget requires adequate taxation, but if Government expenditure is so high as to drive taxation to a point beyond what can be paid out of the income of the country, the taxation itself may still lead to inflation. Reduction of Government expenditure is the true remedy. The balancing of the budget will go far to remedy an adverse balance of external payment, by reducing internal consumption. But it is recognized that in the case of some countries the adverse balance is such as to render the attainment of equilibrium in the budget difficult without the assistance in addition of an external loan. Without such a loan, that comparative stability in the currency upon which balancing of the budget by the means indicated above largely depends may be unattainable.

Resolution 8

The next step will be to determine and fix the gold value of the monetary unit. This step can only be taken in each country when the economic circumstances permit; for the country will then have to decide the question, whether to adopt the old gold parity or a new parity approximating to the exchange value of the monetary unit at the time.

Resolution 9

These steps might by themselves suffice to establish a gold standard, but its successful maintenance would be materially promoted, not only by the proposed collaboration of central banks, but by an international Convention to be adopted at a suitable time. The purpose of the Convention would be to centralize and co-ordinate the demand for gold, and so to avoid those wide fluctuations in the purchasing power of gold, which might otherwise result from the simultaneous and competitive efforts of a number of countries to secure metallic reserves. The Convention should embody some means of economizing the use of gold by maintaining reserves in the form of foreign balances, such, for example, as the gold exchange standard, or an international clearing system.

Resolution 10

It is not essential that the membership of the international Convention contemplated in the preceding resolution should be universal, even in Europe, but the wider it is, the greater will be the prospect of success.

Nevertheless, if the participating countries and the United States are to use the same monetary standard, no scheme for stabilizing the purchasing power of the monetary unit can be fully effective without co-ordination of policy between Europe and the United States, whose co-operation therefore should be invited.

Resolution 11

It is desirable that the following proposals to form the basis of the international Convention contemplated in Resolution 9 be submitted for the consideration of the meeting of central banks suggested in Resolution 3.

1. The Governments of the participating countries declare that the restoration of a gold standard is their ultimate object, and they agree to carry out, as rapidly as may be in their power, the following programme:

(*a*) In order to gain effective control of its own currency, each Government must meet its annual expenditure without resorting to the creation of fiduciary money or credits for the purpose.

(*b*) The next step will be, as soon as the economic circumstances permit, to determine and fix the gold value of the monetary unit. This will not necessarily be at the former gold par.

(*c*) The gold value so fixed must then be made effective in a free exchange market.

(*d*) The maintenance of the currency at its gold value must be assured by the provision of an adequate reserve of approved assets, not necessarily gold.

2. When progress permits, certain of the participating countries will establish a free market in gold and thus become gold centres.

3. A participating country, in addition to any gold reserves held at home, may maintain in any other participating country reserves of approved assets in the form of bank balances, bills, short term securities or other suitable liquid resources.

4. The ordinary practice of a participating country will be to buy and sell exchange on other participating countries within a prescribed fraction of parity, in exchange for its own currency on demand.

5. The Convention will thus be based on a gold exchange standard. The condition of continuing membership will be the maintenance of the national currency unit at the prescribed value. Failure in this respect will entail suspension of the right to hold the reserve balances of other participating countries.

6. Each country will be responsible for the necessary legislative and other measures required to maintain the international value of its currency at par, and will be left entirely free to devise and apply the means, whether through regulation of credit by central banks or otherwise.

7. Credit will be regulated, not only with a view to maintaining the currencies at par with one another, but also with a view to preventing undue fluctuations in the purchasing power of gold. It is not contemplated, however, that the discretion of the central banks should be fettered by any definite rules framed for this purpose, but that their collaboration will have been assured in matters outside the province of the participating countries.

Resolution 12

With a view to the development of the practice of continuous co-operation among central banks and banks regulating credit policy in the several countries, as recommended in Resolution 3, this Conference recommends that the Bank of England be requested to call a meeting of such banks as soon as possible to consider the proposals adopted by the Conference, and to make recommendations to their respective Governments for the adoption of an International Monetary Convention.

II.—The Flight of Capital

Resolution 13

We have considered what action, if any, could be taken to prevent the flight of capital in order to avoid taxation, and we are of the opinion that any proposals to interfere with the freedom of the market of exchange, or to violate the secrecy of bankers' relations with their customers are to be condemned. Subject to this proviso, we are of the opinion that the question of measures for international co-operation to prevent tax evasion might be usefully studied in connection with the problem of double taxation which is now being studied by a Committee of Experts on behalf of the League of Nations. We therefore suggest that the League should be invited to consider it.

III.—Exchange

Resolution 14

All artificial control of operations in exchange, whether by requiring a licence for transactions in exchange, or by limiting the rates at which transactions may be effected, or by discriminating between the different purposes for which the exchange may be required, or by preventing free dealings in forward exchange is futile and mischievous, and should be abolished at the earliest possible date.

Resolution 15

It is desirable that, where no adequately organised market in forward exchange exists, such a market should be established. It has been suggested that, in any country where, private enterprise is found to be unable to organise such a market, the central bank, without itself incurring any uncovered exchange risk, should provide facilities. It might, for example, give facilities to approved banks and financial houses to convert spot transactions in foreign exchange into transactions for forward delivery by a system of "contango," or "reports" of foreign exchange, their quotations being for the double transaction of a spot deal one way and a simultaneous forward deal the other.

The central banks concerned would agree to provide facilities for holding foreign balances (and securities) on deposit on account of other central banks, under special guarantees from each bank and from its Government as to the absolute liquidity and freedom of movement of such balances under all conditions, and their absolute exemption from taxation, forced loans and moratorium.

It is recommended that this subject should be considered by the Conference of central banks referred to in a previous Resolution.

IV.—Credits

Resolution 16

The reconstruction of Europe depends on the restoration of conditions under which private credits, and in particular investible capital, will flow freely from countries where there is surplus lending capacity to countries which are in need of external assistance.

Loans from Government to Government ought to be resorted to, if at all, only in the most exceptional cases. The free flow of private credits and of investible capital depends upon the taking of adequate measures by all countries to restore order to their public finances and their currencies, and the furnishing by borrowing countries of guarantees satisfactory to lenders. Special machinery is necessary during the present transitional period to start the flow and to enable the co-operation of the financially stronger countries to begin to be immediately effective.

Resolution 17

It is essential that countries in need of credits should undertake to give effect to the best of their ability to the resolutions regarding currency and exchanges already adopted.

Proof of serious efforts to improve the condition of its public finances will be the best guarantee which a borrowing country can offer to prospective lenders. The steps required for re-establishing the disordered currencies of Europe have already been set out. In arriving at a balanced budget attention should be concentrated on the following main points:—

(*a*) Ordinary revenue and expenditure should be equalized by reducing expenditure and, in so far as this is not possible, by increasing revenue.

(*b*) All expenditure of an extraordinary character should be progressively reduced until it is entirely abolished, and should not be met out of borrowed money unless it is clearly of the nature of new capital expenditure for productive purposes. In so far as borrowing is resorted to, long term loans are preferable to short terms, and in no case should methods be adopted which lead directly or indirectly to inflation.

Resolution 18

Full information is essential to the creation and maintenance of confidence. Each country should undertake the publication of frequent and complete statements of the condition of its public finances. It will be useful that such statements should be regularly supplied to the League of Nations and that the League of Nations should continue to compile and issue periodical volumes based on returns from as many countries as possible, whether members of the League or not.

Resolution 19

In order to facilitate the immediate co-operation of the nationals of the economically stronger countries for purposes of reconstruction, it is recommended that as many as possible of the Governments represented at the Genoa Conference should agree to support the establishment and facilitate the operations of an International Corporation and of national corporations affiliated to it in countries where adequate security offers, whether by the provision of private loans or credits or, where necessary, in the form of loans to Governments, whose main object would be to examine the opportunities for undertaking work in connection with European reconstruction, to assist in the financing of such undertakings, and to co-operate with other agencies and undertakings, without attempting to create any monopoly.

ANNEXES

Reports of the Committee of Experts appointed by the Currency and Exchange Sub-Commissions of the financial commission

Annex A.—Currency

We have carefully examined the documents referred to us by the Currency Sub-Commission, and in doing so, we have surveyed the existing currency situation throughout Europe. Our conclusions follow to a considerable extent those of the experts assembled in London. The interesting suggestions made by the various delegations have also been fully weighed, and we believe that the main points raised by them are covered by our report.

In presenting our report we desire to make the following general observations:—

1. We recognize that we have to deal with two different classes of countries:

Class 1. Countries where inflation has taken place, but has already been stopped, and where a certain amount of deflation has already been effected.

Class 2. Countries where inflation is still going on.

In countries of Class 2 it is essential, in order to establish a sound currency, that inflation should be stopped, and that they should thus pass over into Class 1. The programme specified in Resolutions 6 to 8 describes the steps by which this transition should be effected. In some cases it cannot be effected without assistance from abroad, including the provision of foreign assistance in the organization of a central bank of issue in certain cases.

2. The question of devaluation is one which must be decided upon by each country according to its view of its own special requirements. We think it important however to draw attention to some of the considerations which will necessarily weigh with any country in coming to a decision on this question. There is a prevalent belief that a return to pre-war gold parity is necessary or desirable for its own sake. There are undoubted advantages to be obtained by such a return, but we desire to point out that for countries where currency has fallen very far below the pre-war parity, a return to it must involve the social and economic dislocation attendant upon continuing readjustments of money-wages and prices, and a continual increase in the burden of internal debt. Regard being had to the very large debts which have been incurred since the Armistice by many of the countries concerned, we are inclined to think that a return to the old gold parity involves too heavy a strain upon production. We repeat that the decision must be left in each case to the country concerned, but we venture to suggest that a considerable service will be rendered both to its own internal economy and to the cause of European recovery by that country which, after reaching comparative stability in its currency at a point so far below the old parity as to make return to it a long and painful process, first decides boldly to set the example of securing immediate stability in terms of gold by fixing a new gold par at or near the figures at which comparative stability has been attained.

3. Finally, we cannot in fairness to the Currency Sub-Commission present a series of recommendations designed to secure practical results, as if

they were immediately attainable, without reference to certain other features of the existing economic and financial position of Europe. The industry of Europe cannot hope for a permanent return to prosperity so long as it has to bear, either directly in the form of taxation, or indirectly in the form of inflation of currencies, the most insidious and objectionable of all forms of taxation, a burden of Government expenditure which is beyond its capacity. In this connection we cannot do better than refer to the memorial on International Finance and Currency submitted to the Governments of certain countries, dated January 16th, 1920, which was among the documents laid before the International Financial Conference at Brussels of September, 1920. The whole of this memorial, though now more than two years old, is as apposite to-day as when it was written, and until the subjects to which it refers, and in particular the problem of Inter-Governmental indebtedness, have been resolutely tackled, there can be no hope of final success in restoring the currencies or the economic welfare of Europe. Foreign obligations by one country must be balanced by a capacity in other countries to absorb the surplus production with which alone those obligations can be met. If the burden of any country's external obligations is beyond its capacity to pay, and it cannot be assisted by foreign loans, the effort to meet those obligations must accordingly result on the one hand in dislocation of markets in other countries, and on the other hand in a continuous depreciation of the currency of the debtor country, which will entirely prevent it from making any start whatever in the direction of stabilization.

4. With these preliminary observations, we present the following resolutions*, which we suggest as suitable to be recommended by the Currency Sub-Commission, for adoption by the Governments represented at this Conference. It will be observed that the recommendations include a plan for an International Monetary Convention.

Annex B.—Exchange

We present the following resolution† as suitable to be recommended by the Exchange Sub-Commission for adoption by the Governments represented at this Conference. Our main recommendation is that there should be complete freedom for exchange dealings. We have not attempted to set out the deep-seated causes of the existing dislocation of the European exchanges. Some of these causes are referred to in the introduction to our Report to the Currency Sub-Commission. Any attempt at a complete survey would carry us far beyond the proper limits of the present report. As with currency, so with exchange, complete restoration depends on the settlement of questions which are not now within our purview.

We considered carefully the amendment proposed by the German Delegation with regard to measures for preventing the flight of capital for the purpose of evading taxation. We came to the conclusion that this question should be regarded as falling within the province of the Currency Sub-

* The resolutions submitted were those which, with modifications, have been adopted above by the Financial Commission. *See* resolutions 1-11.

† The resolutions submitted were those which, with modifications, have been adopted above by the Financial Commission. *See* resolutions 14-15.

Commission. We have therefore reported to the Currency Sub-Commission as follows:—

Any proposals to interfere with the freedom of the market for exchange or to violate the secrecy of bankers' relations with their customers are, in our opinion, absolutely to be condemned. Subject to this proviso, we are of opinion that the question of measures for international co-operation to prevent tax evasion might be usefully studied in connection with the problem of double taxation, which is now being studied by a Committee of Experts on behalf of the League of Nations. We therefore suggest that the League should be invited to consider it.

Signed by:

Sir Basil Blackett.
Prof. Cassel.
Dr. Havenstein.
Dr. Vissering.
M. Avenol.
Sir Henry Strakosch.
M. Dubois.
Comm. Bianchini.
Hon. R. H. Brand.

M. Cattier *and* Dr. Pospisil *were unable to attend the experts' meetings.*

Annex I.

REPORT OF THE THIRD COMMISSION (ECONOMIC)

Introduction

The Third Commission, appointed to consider the proposals of an economic character, met for the first time on April 13th, 1922. On the motion of the Italian delegate, M. Maurice Colrat, French delegate, was elected to the chair.

After deciding to base its labours on the joint report of the London Experts, the Commission appointed two SubCommissions. The First Sub-Commission, under the chairmanship of M. Colrat, examined Articles 41 to 53 of the London Report. The Second Sub-Commission, under the chairmanship of M. J. H. Ricard, French expert, examined Articles 54-57 of the Report. A technical Committee presided over by M. Fagnot, French expert, was entrusted by the First Sub-Commission with the consideration of questions relating to Labour. The First Sub-Commission held seventeen meetings, from April 14th to May 5th, and the Second Sub-Commission eight meetings, from April 14th to 27th.

The Commission considered the reports of the two Sub-Commissions at two Plenary meetings on April 28th and on May 5th, and approved the following recommendations, which are submitted to the Conference for adoption.

CHAPTER I

Customs Tariffs; Customs Restrictions; Treaties and Conventions

Article 1

In order that the economic reconstruction of Europe may proceed under conditions assuring rapidity and security, it is desirable that:

(1) the territorial changes resulting from the world war should alter as little as possible the normal channels of trade;

accordingly, the States which have arisen out of these changes, or which have acquired ceded territory, should, in the full exercise of their sovereignty, set themselves to take all legal and administrative measures, and, where requisite, proceed to come to arrangements or agree upon joint recommendations such, for example, as those of Portorose;

(2) in order to secure to all the countries of Europe the possibility of returning to the normal exchange of goods and the prosperity resulting therefrom, assurance should be afforded to international commerce by all States against the exposure of imports and exports to the serious obstacles created by instability in administrative and legal measures.

A.—Customs Tariffs

Article 2

All Customs tariffs should be published; such publication should be accompanied by a clear and precise indication in regard to each category of goods of all the duties collected by the Customs Authorities which are leviable on the importation or exportation of the goods concerned. In giving this indication, Customs duties should be distinguished from other charges collected by the Customs Authorities at the time of importation or exportation, in such a manner as to show clearly and exactly in the case of each kind or category of goods the total amount payable upon each unit forming the basis of taxation.

Efforts should be made to render the nomenclature of Customs tariffs as comparable as possible, and to assimilate it to commercial terminology.

The general adoption of common principles for economic statistics is desirable.

Article 3

Tariffs should be made so far as possible applicable over substantial periods of time, and changes in rates and in Customs regulations should be made as rarely as possible, and duly published. States are invited to consider the possibility of taking the necessary steps to allow goods accompanied by direct bills of lading, proving that the said goods were despatched before the date of the publication of a new tariff, to benefit by the application of the old rate of duty, other than goods already warehoused in the country of destination. The practice of frequent modification for the purpose of economic warfare should be entirely abandoned.

Article 4

The right of States must be recognised to dispose freely of their natural resources, and to reserve to themselves by all appropriate means, their output

of raw materials, where this appears to be insufficient in quantity to meet the consumption of the national industry, or to be threatened with a deficit owing to the increased demand from foreign countries resulting from exceptional financial or economic conditions.

On the other hand, if the output of raw materials is considerably in excess of the needs of the country of origin, it is desirable that their exportation should not be subjected to conditions putting foreign users in a markedly inferior position.

To this end, no export duty should be maintained or imposed upon raw materials, the output of which exceeds home needs, except duties of a purely fiscal character which, on account of their character as such, should not exceed a low percentage of the value of the product, although they may vary according to the country and the nature of the product.

The principles above cited should be adopted as far and as soon as possible, but it is recognized that certain States cannot, having regard to the exceptional conditions in which they find themselves, put them into practice so long as these circumstances exist.

Subject to treaties and agreements, export duties should not vary according to the foreign country of destination.

Article 5

Subject to the existing Treaties and Agreements with regard thereto, the régime applied by each of the States to the merchandise of the other States, whether imported or exported, should not depend in any case upon the flag of the vessel in which the goods are carried, or upon the nationality of its owner.

B.—Import and Export Prohibitions

Article 6

Whatever may be the importance of the reasons of an economic or financial character alleged by certain States, in the exceptional circumstances in which they find themselves, as justifying the maintenance or institution of import or export prohibitions or restrictions, it is recognized that those measures constitute at the present time one of the gravest obstacles to international trade.

In consequence, it is desirable that no effort should be spared to reduce them as soon as possible to the smallest number.

Article 7

Certain exceptions to this rule must be anticipated, notably in the case of goods subject to a monopoly, or for the purpose of providing for national necessities, the safeguarding of public health, morals or security, or the protection of animals and plants from pests and diseases.

But the restriction of imports or exports by means of a system of prohibitions subject to licenses, for whatever reason it may be established, interferes to such an extent with international trade that its inconveniences should

be reduced as much as possible by arrangements which will permit traders to ascertain easily and in advance the conditions under which licences can be obtained.

ARTICLE 8

It is accordingly agreed that, if licences are granted, the conditions under which they can be obtained should be publicly announced and clearly stated: that the licensing system should be as simple and unvarying as possible, and that every arrangement should be made to secure that applications for licences addressed to the authorities or organizations which are declared to be competent for the purpose, should be dealt with rapidly.

C.—TREATIES AND CONVENTIONS

ARTICLE 9

The Conference recalls the principle of the equitable treatment of commerce set out in Article 23 of the Covenant of the League of Nations, and earnestly recommends that commercial relations should be resumed upon the basis of commercial treaties, on the one hand resting upon the system of reciprocity adapted to special circumstances, and on the other hand containing, so far as possible, the most-favoured-nation clause.

Note 1.—The majority of the States represented on the Commission, while recognizing the temporary difficulties which may preclude the general adoption of the most-favoured-nation treatment, declare that this is the goal at which they should aim.

Note 2.—The majority of the States also declare that it is desirable that the States should not bind themselves in any commercial treaties which they may make either among themselves or with other States, by any stipulation which would prevent the extension to other States of reductions of Customs duties or Customs facilities accorded by one to another.

ARTICLE 10

Where the admission or transit of goods of any description into any country, or the duties leviable thereon, are dependent on the fulfilment of particular technical conditions with regard, for instance, to their constitution, their purity, their district of origin, or their sanitary condition, it is desirable that the Governments should make with each other and put into operation arrangements providing for the acceptance, in accordance with rules and principles mutually agreed, of certificates issued by competent scientific institutions, or recognized authorities or bodies in the country of origin of the goods.

D.—GENERAL PROVISIONS

ARTICLE 11

The questions relating to dumping and differential prices being among those which concern most closely the equitable treatment of commerce, it is desirable that the League of Nations should undertake at an early date an enquiry on the subject.

ARTICLE 12

The League of Nations, in collaboration with other competent organizations established by international convention, such as the International Institute of Agriculture, is invited to facilitate the carrying into effect of Articles 2 and 8 by all the means which are at its disposal, or which are furnished by the States represented at the Conference.

ARTICLE 13

It is desirable that all the Governments concerned should inform the League of Nations without delay of all modifications introduced in their Customs tariffs and in there regulations relating to import or export prohibitions or restrictions.

CHAPTER II

COMMERCIAL ARBITRATION

ARTICLE 14

It is desirable that the enquiries now being made by the League of Nations, as to the best means of safeguarding the validity of voluntary agreements to refer to arbitration disputes arising out of commercial contracts, should be continued.

CHAPTER III

TREATMENT OF FOREIGNERS IN THE CONDUCT OF BUSINESS

ARTICLE 15

Without prejudice to existing Treaties or Agreements, or to further conventions which it is desirable should be concluded in regard to the treatment of foreigners, it is recognized that, in order to facilitate economic relations between different countries, persons, firms or companies, whether commercial, industrial, financial or insurance, should not be subjected, in the event of their exercising their industry or trade or other occupation abroad, to taxes or impositions of any kind which place them in a less favourable position than nationals. National treatment should therefore be the rule in fiscal matters, save in exceptional cases which can only be justified by the necessities of the public interest. Such exceptions from national treatment should be applicable to all foreigners without distinction of nationality, whether persons, firms or companies, commercial, industrial, financial or insurance.

The provisions above indicated should similarly be applied in the case of persons, firms or companies, commercial, industrial, financial or insurance, established in a foreign country in accordance with the laws of the country.

It is further necessary, that the taxes and impositions referred to in the two preceding paragraphs should be strictly limited to that part of the capital effectively engaged within the country in which they are levied, and to those operations only which are undertaken in that country.

It is recognized that double taxation should be avoided by agreements between nations, the principles of which may be suitably brought out in the investigation being undertaken by the League of Nations.

Note.—The Italian Delegation draws attention in this connection to the draft Convention prepared at Rome on the 6th April, 1822, by Italy and the other Succession States of Austria-Hungary, and it is recognized that this constitutes a first initiative in the international regulation of this question. (See Annex.)

ARTICLE 16

It is desirable that, in the matter of passport visa regulations, all countries should apply as soon and as widely as possible the recommendations and resolutions of the International Conference on Passports, Customs Formalities and Through Tickets, held at Paris in October, 1920, under the auspices of the Provisional Committee on Communications and Transit of the League of Nations.

Among these resolutions, the most urgent are the following:—

(*a*) The abolition of the visa for exit.

(*b*) In general all entrance visas to be valid for one year. The validity of a transit visa to be the same as the period of the validity of the visa of the country of destination.

(*c*) The maximum fees charged for visa to be:

Entrance visa .. .. 10 francs gold

Transit visa .. .. 1 franc gold

Note.—It is desirable that the Governments concerned should consider the possibility of a considerable reduction in the case of emigrants.

(*d*) The transit visa, unless for exceptional reasons (*e.g.*, undesirables), to be issued without enquiry solely upon production of the entrance visa for the country of destination in addition to transit visas for the intermediate countries.

It is further desirable that all States should adopt the recommendations of the Conference above referred to concerning the suppression of the examination of registered luggage in transit, and of travellers and securities in transit, and that States with a common frontier should come as far as possible to arrangements to facilitate Customs examinations in accordance with the proposals of the Conference.

CHAPTER IV

PROTECTION OF INDUSTRIAL, LITERARY AND ARTISTIC PROPERTY

ARTICLE 17

It is desirable that all European States which have not already adhered to the International Convention of Paris of the 20th March, 1883, as revised at Washington in 1911, for the protection of industrial property, and to the International Convention of Berne of the 9th September, 1886, revised at Berlin on the 13th November, 1908, and completed by the additional Protocol signed at

Berne on the 20th March, 1914, for the protection of literary and artistic work, should adhere to these Conventions, and should take the necessary steps for this purpose as soon as possible.

Article 18

Pending the adhesion referred to in Article 17, every European State, in which foreign industrial, literary and artistic property is not now protected, undertakes to give effective protection to such property on condition of reciprocity. Without prejudice to the treaties and agreements which regulate the question for the present and for the future, each State shall recognise, restore and protect all rights in such property belonging to the nationals of other States, which would now be in force in its territory, but for any exceptional legislative or administrative action taken in consequence of war or revolution between the 1st August, 1914, and the present date.

Note.—In the opinion of some of the experts, it is highly desirable that any European State which is not already a party thereto should adhere to the Arrangement signed at Madrid on the 14th April, 1891, for the suppression of false indications of origin.

CHAPTER V

Agriculture

Article 19

Agriculture being from the economic and social point of view an essential factor in the reconstruction of Europe, it is desirable that the States should encourage in every way the development of agricultural production.

Article 20

It is further desirable that the States should give special attention to the labours of the International Institute of Agriculture, and that, in development of the practice of holding international agricultural congresses, the agricultural representatives of the various countries concerned, both of the government and of the industry, should meet in international conference, to agree upon the measures to be recommended to their respective Governments.

CHAPTER VI

Labour

Article 21

The economic reconstruction of Europe requires intensified production, which depends essentially on labour.

The greatest importance should be attached to the assistance which the workers, men and women, of the whole world, and their organisations, are willing and able to give, in association with other factors in production, to the economic restoration of Europe.

In order to obtain the fullest effort on the part of the workers, and in order to avoid regrettable competition between nations, the attention of all States is drawn to the importance of the Conventions and Recommendations adopted by the International Labour Conferences, it being understood that each State reserves its right with regard to the ratification of any one or more of the Conventions.

ARTICLE 22

The present economic crisis, which affects not only production but also the consuming capacity of the people, weighs heavily on the workers, both morally and materially.

While it may be true that measures of economic reconstruction are alone capable of remedying this crisis, direct measures to deal with the resulting unemployment appear to be none the less efficacious for ensuring sustained effort and efficiency on the part of the workers.

ARTICLE 23

In consequence, and in addition to any arrangements for insurance or assistance against unemployment, the following measures are recommended:

(*a*) The systematic distribution of all the labour available by the national organization of employment agencies and by means of agreements between the countries concerned for the international co-ordination of labour distribution (emigration and immigration).

(*b*) In countries in which conditions permit, the placing in agriculture of as large a number as possible of such of the unemployed in industry as are capable of being employed in agricultural work.

(*c*) The systematic allocation of public contracts with due reference to the occurrence of unemployment and to the trades and districts affected, so far as may be consistent with the general interest.

(*d*) Development of public works in aid of unemployment, provided that they are useful and productive.

ARTICLE 24

In order to accelerate the effects of the measures set out in Article 23:

1. It is recommended that all States which are members of the International Labour Organization should ratify the Convention relating to unemployment adopted by the Washington Conference, and that all the States should take into consideration the measures against unemployment envisaged by that Conference.
2. It is suggested that the International Labour Office should collect and publish periodically all information available on the experience gained by the different countries in dealing with unemployment.
3. It is further recommended that all the States should co-operate in the enquiry relating to unemployment decided upon by the International Labour Conference of 1921.

ADDITIONAL ARTICLE RELATING TO EXTRA-EUROPEAN COUNTRIES

The recommendations presented by the Economic Commission will be transmitted by the inviting States and all the invited European States to their respective Governments; and, having regard to the fact that all the prin-

ciples adopted by the Genoa Conference are an assurance, not only of the restoration of Europe, but also of the equitable treatment of commerce throughout the world, the Economic Commission, while recognizing the conditions peculiar to overseas countries, would highly appreciate it if the Delegates of the invited extra-European States would be good enough to submit for the consideration of their Governments the principles adopted by the Conference, and expresses the hope that all other extra-European countries will accept them.

ANNEX

CONVENTION TO PREVENT DOUBLE TAXATION

(between Italy and the other Austrian Succession States, April 7, 1922)

Article 1

Taxation on income derived from immovable property may be levied only by the State in which such immovable property is situated, even if it belongs to a national of another Contracting State.

Article 2

Taxes on income derived from the use of capital, and taxes on annuities, shall be levied by the State in which the recipient is domiciled, and, in the case of an encumbrance, by the State in which the immovable property is situated. For the purposes of this Article, the principal place of business of the tax-payer shall be deemed to be his domicile.

In the case of interest on securities issued by the State, provinces, municipalities, or other corporations duly constituted in conformity with the internal legislation of the Contracting States, or on securities issued by Joint Stock Companies, Banks, and other credit institutions, the tax shall be levied by the State in which the body in question is situated.

The provision contained in the foregoing paragraph shall apply also to the taxation of interest on savings banks deposits or deposits on current accounts in banks and other credit institutions. If the institution has its headquarters in one of the Contracting States, and branches in one or more of the other Contracting States, the part of the interest payable by the other branches shall be taxed by the States in which the latter are situated.

Article 3

Taxes on earned income, including income derived from the exercise of a liberal profession, shall be levied by the State in whose territory the work from which the income derived is done.

In the case of salaries, allowances, pensions, wages, and other remuneration paid by the States, provinces, municipalities, and other public corporations duly constituted in conformity with the internal legislation of the Contracting States, the tax shall be levied by the State in which the body in question is situated.

ARTICLE 4

Taxes on income derived from an industry or business of any kind shall be levied by the State in whose territory the industry or business in question has its headquarters, even when its operations extend to the territory of another Contracting State.

If the business has its headquarters in one of the Contracting States, and if it has in another Contracting State a branch, affiliated company, establishment, or permanent commercial agency, or representative, each of the Contracting States shall tax that part of the income which is produced in its own territory. For this purpose, the financial authorities of the States concerned may require the tax-payer to produce general balance sheets, special balance sheets, and any other document required by legislation.

ARTICLE 5

Taxes on Directors' fees which exist or may be introduced in the Contracting States shall, in the absence of special agreements, be levied according to the internal legislation of each State.

ARTICLE 6

Taxation on the whole of the income of the tax-payer shall be levied by each of the Contracting States according to the following regulations:—

1. The same regulations as laid down for such income by the preceding Articles shall apply to income derived from:—

(*a*) immovable property,
(*b*) mortgages and liens,
(*c*) industry or commerce,
(*d*) work.

2. In the case of any other kind of income, taxation shall be levied in the State in which the tax-payer has his residence.

For the purposes of the present provision, residence shall be deemed to be the place where the tax-payer has an habitual domicile, in circumstances which justify the supposition that he intends to retain it.

When the tax-payer has two or more residences, the income above mentioned shall, in the absence of special conventions to the contrary, be divided proportionately to the length of his residence in each of the Contracting States.

In the absence of any residence in the sense above defined, the dwelling-place alone may be made the basis of taxation.

ARTICLE 7

A tax on capital, collected once only, may be levied by each of the Contracting States on the part of the property of the tax-payer which is in the territory of that State.

In the case of property consisting of:—

(*a*) immovable property,
(*b*) mortgages and liens,
(*c*) industry or commerce,

location in the territory of one of the Contracting States shall, for the purpose of the application of the tax on capital, be determined by the principles adopted in the foregoing Articles regarding the taxation of income derived from such property.

The treatment of capital (including registered and bearer securities) other than that covered by *b* of the foregoing paragraph, shall be governed by special agreements to be concluded between the Contracting States. In the absence of such agreements, each of the Contracting States shall apply its internal legislation.

ARTICLE 8

If the tax-payer has property abroad situate in the territory of another Contracting State, and acquired after the date determining the application of the tax on capital in that State, such property shall, in the absence of proof to the contrary, be presumed to have been acquired with the proceeds of property liable to the tax on capital in the State to which the tax-payer belongs.

ARTICLE 9

The regulations contained in Article 7 of the present Convention in regard to a tax on capital collected once only, shall apply to a tax on capital of a permanent character which exists or may subsequently be introduced in any of the Contracting States.

ARTICLE 10

If it is proved that the action of the financial authorities of the different States has resulted in the levying of double taxation on the tax-payer, the latter may appeal to the State to which he belongs. If his appeal is allowed, the State in question may, in the interest of the tax-payer, demand through diplomatic channels that the financial authorities of the States which have levied the taxation in question shall agree on some equitable arrangement for avoiding double taxation.

ARTICLE 11

The agreements established by the present Convention shall in no way prejudice the provisions concerning taxation contained in the Treaties of St. Germain and Trianon, nor any separate Conventions which have been or may be concluded between the High Contracting Parties.

ARTICLE 12

The High Contracting Parties undertake to render each other mutual assistance for the purpose of facilitating the application and collection of direct taxation. A separate Convention shall be concluded fixing the regulations governing such assistance.

ARTICLE 13

The present Convention shall come into force:—

1. In the case of the tax on capital, on the day on which the law relating to such tax comes into force in each of the Contracting States.
2. In the case of the taxes referred to in Articles 1 to 6, as from the 1st January, 1923, as regards taxation for the year 1923 and subsequent years.

ARTICLE 14

The present Convention shall be ratified as soon as possible.

Each State shall forward its ratification to the Italian Government, which shall notify all the other signatory States.

The ratifications shall be deposited in the archives of the Italian Government.

The present Convention shall be binding reciprocally on the Contracting States which have ratified it, and it shall not be necessary to await ratifications by all the other Contracting States.

Each of the High Contracting Parties may denounce the present Convention, in respect of one or more of the Contracting States, for the following calendar year, by giving notice eight months in advance.

ANNEX M

REPORT OF FOURTH COMMISSION (TRANSPORT)

The Transport Commission entrusted by the International Economic Conference with the task of examining the questions relating to the restoration of means of communication, concluded its task on April 26th, 1922. Its deliberations, carried on in a spirit of complete harmony and close co-operation, have led to the adoption, with practical unanimity, of the following Draft Resolution. In the preparation of this Draft Resolution, account has equally been taken of the views expressed by the Delegates of Powers not represented on the three Sub-Commissions set up by the Transport Commission, that is to say, the Organising Sub-Commission, the Railways Sub-Commission and the Waterways Sub-Commission.

DRAFT RESOLUTION

Preamble.—Efficient transport is an essential requisite for the revival of European trade, and it is therefore desirable that the European States should continue to devote their unremitting efforts to the restoration of all means of transport at their disposal, and to the removal of every obstacle affecting international communications. It is essential also that the conditions of international transport should be determined solely by commercial and technical considerations.

ARTICLE 1

All European States should maintain their efforts to restore or improve the organization of their railways, their ports and their maritime and fluvial means of communication. If these railways, ports or means of communication are not in a satisfactory condition, and if the State concerned has not at its disposal the necessary resources to secure their restoration, steps should be taken without delay to procure for it the necessary assistance. To this end, it is desirable that States which are in need of assistance should organise surveys with the aid of competent experts.

ARTICLE 2

It is desirable that all the European States signatory of the Conventions concluded at Barcelona on the 20th April, 1921, regarding Freedom of Transit and the Régime of Navigable Waterways of International Concern (*See* Summary of the Conventions, in Annex 1), should ratify these Conventions at the earliest possible moment, if they have not already done so, and that the European States, which are neither signatories of these Conventions nor parties thereto should put their provisions into operation without delay.

ARTICLE 3

The European States represented at Genoa note with satisfaction the work accomplished at Barcelona in regard to the régime of international ports (*See* Summary of the Recommendations in Annex 1). They deem it desirable that the Conventions relating to Ports, Railways and Waterways contemplated by the Treaties of Peace should be prepared and put into operation as soon as possible, and they deem it equally desirable that the recommendations of the Conference of Barcelona regarding the international régime of railways should be put into operation without delay (*See* Summerary of the Recommendations in Annex 1).

ARTICLE 4

Pending the conclusion of the new Convention relating to the transport by rail of passengers, luggage and goods, the European States whose railways were subject to the régime of the Berne Convention should undertake to put this Convention into force without delay, if it is not already in force.

ARTICLE 5

The Conference notes with satisfaction the assurance given by all the States signatory of the Agreements for the regulation of international railway traffic concluded at Porto-Rose on November 23rd, 1921 (*see* Annex 2), that they have put, or are putting, the said Agreements effectively into operation. The European States not signatory to these Agreements likewise accept their general principles, with a view to putting them into operation with the least possible delay, in so far as they are applicable to them.

ARTICLE 6

Without prejudice to the foregoing provisions, and in order that all possible steps may be taken without delay to restore international traffic to a condition at least as satisfactory as that existing before the war, the States represented at Genoa recommend that the various French Railway Administrations should convoke at the earliest possible moment a conference of technical representatives of all the railway administrations of Europe and of the countries interested, so that:

(1) these administrations may put into operation immediately all measures to this end which are within their competence, and
(2) the representatives of the administrations may agree upon proposals to their respective Governments for such further action as may require governmental intervention.

At this meeting, which should especially endeavour to establish between the administrations concerned the closest possible collaboration, without sacrificing in any degree the autonomy of the several lines, and without trenching upon the functions of existing international associations, the technical representatives should examine, among other questions, the creation of a permanent conference of railway administrations for the assimilation and improvement of the equipment and operating methods of the railways, with a view to international traffic.

Among the principal items on the agenda of this conference shall be the question of through tariffs and the mitigation of the impediments to international transport occasioned by exchange fluctuations.

Article 7

Seeing that the restoration of railways and waterways will take a certain time, the Commission recommends that services of motor transport should be established provisionally in cases where it may be practicable and desirable.

Article 8

It is desirable that the competent Technical Organizations of the League of Nations, with the addition of one representative of any State which is not a member of the League, in cases in which such State may be interested, should be invited:

to examine from time to time the progress achieved in carrying into effect the provisions set forth in the preceding Articles, and
to this end to summon, with the consent of the States concerned, special conferences of experts.

Nevertheless, the powers of the Permanent Commissions on Ports and Navigable Waterways of International Concern, shall not be prejudiced.

* * * * * *

This draft Resolution was adopted by the Transport Commission, which took note of the following reservations and observations made by various delegations.

The Lithuanian Delegation formulated a reservation in respect of the preamble. In regard to that part of the Preamble where it was stated that "it is essential also that the conditions of international transport should be determined solely by commercial and technical considerations," the Lithuanian Delegation declared that, while they fully recognized the general necessity of this principle, they found themselves unable to apply it as regards Poland, on account of the situation created by the events at Vilna.

The Transport Commission regarded this reservation as being founded on political considerations, and was therefore incompetent to examine it. The Commission also considered that it rested entirely with the Lithuanian Delegation to apprise the Political Commission, should occasion arise, of the reservation.

The Netherlands Delegation formulated a reservation upon Article 2, considering that it rested with the competent constitutional authorities in each country to pronounce upon the advisability of putting the work of Barcelona

into practice, and that the Delegation must abstain from pronouncing upon the intrinsic value of these Conventions, on the ground that the Genoa Conference could neither examine nor discuss them.

The Swiss Delegation declared that they did not make their adherence absolutely dependent on that of the Netherlands Government: but they thought it proper to state that the Federal Government had felt itself unable up to the present to accept the Convention of Barcelona on Navigable Waterways, because certain articles of this Convention did not give it complete satisfaction. The Federal Government, however, was continuing to examine this question with all the attention that it deserved, and with the aim of collaborating in the work of furthering the general interest in the matter of international transport.

The French Delegation had associated itself with the recommendation that the Convention of Barcelona relating to Navigable Waterways should be ratified by all the European States, but declared that the French Government might find itself unable to ratify this Convention if two other riparian States of the Rhine, the Netherlands and Switzerland, were not prepared to accept it.

The Portuguese Delegation declared that the Barcelona Conventions had not yet been ratified by the Portuguese Government because it had not yet received the information called for from the Portuguese Colonies, which might allow it to proceed to ratification.

Its ratification would, however, in any case be subject to the reservations made by the Portuguese delegate at Barcelona itself.

Further, the Portuguese Delegation made a reservation on the subject of the Agreements of Porto-Rose mentioned in Article 5, inasmuch as these Agreements had not yet been brought to the knowledge of the Portuguese Government. It was hoped, however, to withdraw this reservation when the opportunity arose to take cognizance of these Agreements.

The Roumanian Delegation declared that its Government would ratify the Convention of Barcelona on Navigable Waterways, but with the reservation that no change should, as a result, be admitted in the provisions of the Convention establishing the definitive Statute of the Danube. The same delegation observed with regard to the words "general principles" contained in Article 5, that the ratification by Roumania of the Agreements mentioned in that Article could only take place on condition that all the European States should apply and bring into operation the principles of these Agreements.

The Russian Delegation presented a provisional reservation on the subject of Articles 2 and 3, where mention was made of the Conventions of Barcelona, Conventions which the Russian Delegation had not yet had time to examine in detail. Further, the Russian Delegation made a reservation on Article 3, where mention was made of the Treaties of Peace, to which Russia is not a party, and which have not been brought officially to her notice.

Following on an observation made by the British Delegation it is understood that the Conference referred to in Article 6 does not prejudice the preparation of the Conventions which are to be concluded in virtue of Articles 366 and 379 of the Treaty of Versailles and the corresponding articles of the other Peace Treaties.

The German Delegation made a declaration to the effect that, in view of the fact that the Treaties of Peace are excluded entirely from discussion as a

consequence of the decisions taken at Cannes, they could make no statement on the portion of Article 3 relating thereto.

With regard to Article 6, the German Delegation gave expression in an amendment which they deposited and which is annexed to the official procès-verbal of the meetings, to their own views as to the programme of work of the Conference mentioned in Article 6.

Finally, the German Delegation asked that the following wording should be substituted for the text of Article 8:—

> "Whenever it appears proper that the Governments concerned should examine the progress achieved in putting into operation the provisions contemplated in the preceding Articles, meetings shall take place at Geneva on a basis of complete equality, in order that it may be possible to have the benefit of the Technical Organizations of the League of Nations."

The Hungarian Delegation presented a memorandum in considerable detail upon the railway situation in Hungary, which is annexed to the official procès-verbal of the meetings.

Some of the wishes expressed by the Hungarian Delegation have been met by incorporation in the text of the draft resolution itself.

As regards the other questions raised in this memorandum, their technical character calls for a detailed examination, which should be entrusted to the Conference provided for in Article 6.

The Hungarian Delegation also declared that they accepted the text of Article 8 on condition that it be understood that the representatives of the States concerned which were not members of the League of Nations, but which might be associated with the Technical Organizations of the League of Nations by the operation of Article 8, should stand upon a footing of complete equality with the representatives of States Members of the League of Nations. The Transport Commission confirmed this interpretation.

* * * * * * *

The Transport Commission has the honour to propose to you that the text of the draft resolution above recited be approved.

For the President of the Transport Commission.

(Signed) H. JASPER.

ANNEX I

SUMMARY OF THE CONVENTIONS AND RECOMMENDATIONS adopted by the First General Conference on Communications and Transit of the League of Nations, held at Barcelona, 10th March-20th April, 1921.*

1.—*Convention and Statute on Freedom of Transit*

The Convention begins by giving a definition of transit, as also of the various categories of transport to which it applies. Persons, baggage and

* This summary, which necessarily leaves aside many of the details and precise stipulations, can only be considered as giving an approximate idea of the texts referred to. The document was prepared under the direction of M. Attolico, Under-Secretary General of the League of Nations, and M. Haas, Secretary-General of the Barcelona Conference.

goods and also vessels, coaches and goods stock, and other means of transport are deemed to be in transit across territory under the sovereignty or authority of a Contracting State, when the passage across this territory is only a portion of a complete journey, beginning and terminating beyond the frontier of that State.

Subject to certain exceptions and restrictions detailed further in the text, all the Contracting States undertake to facilitate freedom of transit as above defined in respect of traffic across their territory, whether by rail or waterway. The Convention does not apply to traffic other than that by rail or waterway.

In order that this freedom of transit may be assured, it is understood that no distinction may be made which is based on the nationality of persons, the flag of vessels, the place of origin, departure, entry, exit or destination, or on any circumstance relating to the ownership of goods or of vessels, coaches or goods stock, or other means of transport.

In order to ensure the application of the provisions with regard to the granting of freedom of transit without distinction, Contracting States will also allow transit across their territorial waterways, in accordance with the customary conditions and reservations.

Traffic in transit must not be subject to any special dues in respect of transit. The only dues which may be levied are those intended solely to defray expenses of supervision and administration entailed by such transit. The rate of any such dues must correspond as nearly as possible to the expenses which they are intended to cover, and these dues must be imposed under the conditions of equality laid down above, subject to a possible reduction or even abolition of dues on certain rails, on account of differences in the cost of supervision.

On routes operated or administered by the State or under concession, the Contracting States undertake to apply to traffic in transit, whatever may be its place of departure or destination, tariffs which are reasonable, having regard to the conditions of traffic and considerations of commercial competition between routes. No charges, facilities or restrictions shall depend, directly or indirectly, on the nationality of the vessel or other means of transport on which any part of the complete journey has been or is to be accomplished.

In this manner freedom of transit is assured, but certain extensions, restrictions and explanations are nevertheless entailed, and these are set forth as follows:

No Contracting State is bound to afford transit for passengers whose admission into its territories is forbidden, or for goods of a kind of which the importation is prohibited, on account either of public health or security, or as a precaution against diseases of animals or plants. Every Contracting State is likewise entitled to take reasonable precautions to ensure that such traffic, which is ostensibly transit traffic, is really transit traffic, and to prevent the safety of routes and means of communication being endangered; as well as to protect itself against traffic in dangerous drugs, arms, etc., in accordance with Article 5 of the Statute.

Any measures of a general or particular character which a Contracting State may be obliged to take in case of an emergency affecting the safety of the State or the vital interests of the country may, in exceptional cases, and for as short a period as possible, involve a deviation from the above provisions.

It is understood that the Convention does not of itself impose on any of the Contracting States a further obligation to grant freedom of transit to a non-

Contracting State, except when a valid reason is shown for such transit by one of the other Contracting States concerned. It is likewise understood that the Convention does not prescribe the rights and duties of belligerents and neutrals in time of war. It shall, however, continue in force in time of war, so far as such rights and duties permit.

The coming into force of the Convention shall not abrogate treaties, conventions and agreements on questions of transit concluded before the 1st May, 1921. In consideration of such agreements being kept in force, the Contracting States undertake, either on the termination of the agreement or when circumstances permit, to introduce into any agreement so kept in force, which contravenes the provisions of the Convention, the modifications required to bring it into accord with such provisions, so far as geographical, economic and technical circumstances of the countries or areas concerned allow. Except when geographical, economic or technical circumstances justify exceptional deviations, the Contracting States further undertake not to conclude in future treaties, conventions or agreements which are inconsistent with the provisions of the Convention.

Any Contracting State which can establish a good case against the application of any provision of the Convention on some or all of its territory, on the ground of the grave economic situation arising out of the acts of devastation perpetrated on its soil during the war of 1914-18, shall be deemed to be relieved temporarily of the obligations arising from the application of such provisions.

Lastly, the Convention does not entail in any way the withdrawal of facilities which are greater than those provided for in the Convention, which have been accorded to transit traffic under conditions consistent with its principles, nor does it entail any prohibition of such grant of greater facilities in the future.

Disputes which may arise as to the interpretation or application of the Convention, and which are not settled directly between the parties themselves, shall be brought before the Permanent Court of International Justice, under a special agreement or a general arbitration provision. In order to settle such dispute, however, as far as possible in a friendly way, the Contracting States undertake, before resorting to any judicial proceedings, to submit such disputes for an opinion to the Advisory and Technical Organization of the League of Nations in matters concerning communications and transit.

II.—Convention and Statute on the Régime of Navigable Waterways of International Concern

The following are declared to be navigable waterways of international concern:

(*a*) All parts which are naturally navigable to and from the sea of a waterway which in its course, naturally navigable to and from the sea, separates or traverses different States, and also any part of any other waterway naturally navigable to and from the sea, which connects with the sea a waterway naturally navigable which separates or traverses different States. Any natural waterway or part of a natural waterway is termed " naturally navigable " if now used for ordinary commercial navigation, or capable, by reason of its natural conditions, of being so used.

In applying the definition, tributaries are to be considered as separate waterways.

(*b*) Waterways or parts of waterways, whether natural or artificial, expressly declared to be placed under the régime of the Convention, either in unilateral Acts of the States under whose sovereignty or authority they are situated, or in agreements made with the consent, in particular, of such States.

On the navigable waterways thus specified, each of the Contracting States shall accord the free exercise of navigation to the vessels flying the flag of any one of the other Contracting States. In the exercise of such navigation, the nationals, property and flags of all the Contracting States shall be treated in all respects on a footing of perfect equality. No distinction shall be made between the nationals, the property and the flags of the different riparian States, including the riparian State exercising sovereignty or authority over the portion of the navigable waterway in question; similarly, no distinction shall be made between the nationals, the property and the flags of riparian and non-riparian States.

Nevertheless, every riparian State has the right of reserving for its own flag the transport of passengers and goods loaded at one port situated under its sovereignty or authority, and unloaded at another port also situated under its sovereignty or authority. A State which does not reserve the above-mentioned transport to its own flag may, nevertheless, refuse the benefit of equality treatment with regard to such transport to a co-riparian which does reserve it.

Likewise, when a natural system of navigable waterways of international concern, which does not include waterways subject to the jurisdiction of an international Commission upon which non-riparian States are represented, separates or traverses two States only, the latter have the right to reserve to their flags by mutual agreement the transport of passengers and goods loaded at one port of this system and unloaded at another port of the same system, subject to certain reservations. On the navigable waterways of international concern situated under its sovereignty, each Contracting State maintains its existing rights in respect of general policing and application of laws and regulations relating to customs, public health, etc., in accordance with Article 6 of the Statute.

No dues of any kind may be levied anywhere on the course or at the mouth of a navigable waterway of international concern, other than dues in the nature of payment for services rendered, and intended solely to cover in an equitable manner the expenses of maintaining and improving the navigability of the waterway and its approaches, or to meet expenditure incurred in the interests of navigation.

Transit on navigable waterways of international concern is regulated in accordance with the Statute on Freedom of Transit. In addition, the following special facilities are provided for:—

Subject to the other provisions of the Statute, the nationals, property and flags of all the Contracting States shall, in all ports situated on a navigable waterway of international concern, enjoy, in all that concerns the use of the port, treatment equal to that accorded to the nationals, property and flag of the riparian State under whose sovereignty or authority the port is situated. In the application of customs or other analogous duties, local *octroi* or con-

sumption duties, etc., no difference shall be made by reason of the flag. In the absence of special circumstances justifying an exception on the ground of economic necessities, the customs duties must not be higher than those levied on the other customs frontiers of the State interested, on goods of the same kind, source and destination. Each riparian State is bound to refrain from all measures likely to prejudice the navigability of the waterway, or to reduce the facilities for navigation, and to take as rapidly as possible all necessary steps for removing any obstacles and dangers to navigation which may arise. If such navigation necessitates regular upkeep of the waterway, the Convention lays down the reciprocal duties and obligations of the riparian States with a view to assuring this upkeep. The Convention likewise stipulates the conditions under which improvements are to be carried out where necessary. In the case of navigable waterways of international concern which fall under the jurisdiction of an International Commission, special provisions are applicable in respect of works.

In the absence of any provisions to the contrary contained in a special agreement or treaty, the administration of navigable waterways of international concern is exercised by each of the riparian States under whose sovereignty or authority the navigable water is situated. Each of these States has the power and duty of publishing regulations for the navigation of the waterway, and of seeing to their execution. These regulations must be framed and applied in such a way as to facilitate the free exercise of navigation. Provision is also made for measures tending to make these regulations as far as possible uniform over the whole course of one or more navigable waterways. If, in virtue of special agreements or treaties, certain functions have been or shall hereafter be entrusted to an International Commission which includes representatives of States other than the riparian States, the minimum powers to be accorded in all cases to such Commissions are defined in the Statutes.

The Convention does not prescribe the rights and duties of belligerents and neutrals in times of war. It shall, however, continue in force in time of war so far as such rights and duties permit. In the absence of any agreement to the contrary, the Convention has no reference to the navigation of vessels of war, or of vessels performing police or administrative functions, or in general exercising any kind of public authority.

In exceptional cases, when an emergency arises which affects the safety of a State or the vital interests of a country, a deviation may be made from the provisions of the Convention, it being understood that the principle of the freedom of navigation, and especially communication between the riparian States and the sea, must be maintained to the utmost possible extent.

The provisions of the Convention on Freedom of Transit relating to the grant of greater facilities or exemptions on the ground of the grave economic situation arising out of acts of devastation perpetrated during the war of 1914-18, and also to the settlement of dispute, are likewise stipulated in the Convention of the International Régime of Navigable Waterways.

III.—Recommendations relative to Ports placed under an International Régime

It is recommended that the following provisions should be applied to the ports or parts of ports, with or without free zones, which may be placed under an international régime, it being well understood that such a régime can only be applied in consequence of a special act involving the consent of the State under whose sovereignty or authority the said port is situated.

a. *General Provisions.*—The nationals, property and flags of all nations shall enjoy complete freedom in the use of the port, on a footing of absolute equality. No distinction shall be made between the nationals, property and flags of the different States and those of the States under whose sovereignty or authority the port is situated. There shall be no restrictions other than those arising from stipulations concerning customs, police, public health, emigration or immigration, or the import or export of prohibited goods, whilst these stipulations must not impede traffic without good reason.

All charges shall be levied under the conditions of equality prescribed above, and shall be reasonable having regard to various expenses incurred.

All charges other than those imposed for the use of the port or of the approaches thereto, or of the facilities afforded in it, are prohibited.

In the absence of any special organization it shall be the duty of the State under whose sovereignty the port is situated to remove as quickly as possible any danger or obstacle to navigation and to facilitate the operation of vessels in the port. The State may undertake all work for the upkeep and improvement of the port or of its approaches, but shall be bound to suspend them if it is proved that they are calculated to prejudice the use of the port and of its approaches. It must also undertake works for territorial defence.

b. *Provisions applicable only to zones which are not free.*—Customs, local octroi, or consumption duties imposed on imports or exports through the port shall be levied without any differential treatment on account of the flag. In the absence of special circumstances justifying an exception on account of economic needs, the Customs dues must not be higher than those imposed at the other Customs frontiers of the State concerned.

c. *Free zones.*—With the exception of the duties imposed for the use of the port, and as a return for expenses incurred, the only due which may be levied in free zones is a statistical duty not exceeding 1 *per mille ad valorem*. The facilities granted for the erection or use of warehouses, as also for the packing and unpacking of goods, shall be in accordance with the trade requirements for the time being. Persons, baggage and goods, and also vessels, coaches and goods stock and other means of transport, proceeding from or to the free zone and crossing the territory of the State under whose sovereignty or authority the port is situated, shall be considered in transit across the said State, if proceeding from or to the territory of any other State.

d. *Miscellaneous provisions.*—These stipulations do not affect the régime to be applied to national maritime coasting trade. Those provisions of the Convention on Freedom of Transit which relate to a period of war, as also those concerning the settlement of disputes arising between States, also apply to ports placed under an international régime.

IV.—Recommendations relative to the International Régime of Railways

It is recommended:

(*a*) That the various States should adopt all possible measures which will facilitate the international transport of goods, with special reference to: through transport on the basis, as far as possible, of a single way-bill, subject throughout to the same obligations; treatment of goods during the journey; trans-shipment, when this operation cannot be avoided; the form in which international tariffs are to be established, and the conditions of their application.

(*b*) That the various States should adopt all possible measures which will facilitate the international transport of passengers and baggage under conditions of speed and comfort corresponding to the importance of each train service, special regard being paid to the question of the establishment of services with through-booking facilities, without change of carriage, and to that of through-booking of baggage.

(*c*) That the various States should take all possible measures which will permit and facilitate the reciprocal utilization and exchange of their rolling stock, as long as modifications in the essential characteristics of a railway system or of rolling stock are not involved.

(*d*) That the transport facilities and tariffs shall not depend, under the same conditions, either on the nationality of the passengers, on the ownership or commercial origin of the goods, or on the flag or ownership of the vessels employed either before or after their transport by rail, etc. The foregoing provision does not preclude the establishment of different tariffs according as operations in respect of internal, import, export or transit traffic are concerned. The question of combined rail and sea tariffs is not affected.

Provision is further made for exchange of information, as also for deviation from the terms of the Convention in cases of any emergency affecting the safety of the State or the vital interests of the country.

ANNEX 2

A.—Agreements concluded at Porto-Rose, between the seven Succession States of the former Austro-Hungarian Empire, for the regulation of international railway traffic.

In order to facilitate the international transport of passengers, baggage, and goods, the High Contracting Parties, pending the coming into force of a general European Convention, and without prejudice to the stipulations of that Convention, agree to the following provisions:

Article 1

The Contracting Parties undertake to take all measures calculated to put an end to the special difficulties in the way of regular carriage of passengers and goods in Central Europe, and especially as regards international traffic on the railway systems of the Succession States.

In this connection, they undertake to open as soon as possible, and to maintain open to international traffic, without distinction as to the goods carried, all frontier stations which are of importance for such traffic and which are still closed.

ARTICLE 2

In order to accelerate the crossing of frontiers and to simplify the formalities thereby entailed, all frontier services should, as far as circumstances permit, be concentrated in a common station.

In this connection, the Contracting Party in whose territory the common station is situated shall permit the other Contracting Party to establish a railway agency at that station.

The Contracting Parties agree that the regulations for the working of frontier stations shall be established as soon as possible by special agreements concluded in a spirit of mutual conciliation.

ARTICLE 3

In cases in which traffic is stopped or limited by difficulties of operation, the administrations of the system affected by these difficulties should come to an agreement as soon as possible with the railway administrations of the other State concerned, as to the conditions under which traffic coming from, or destined for the territory of one of the Contracting Parties may be maintained.

The railway administrations should make every endeavour to prevent any interruption of traffic, and should, if necessary, apply for assistance to the railway administrations of the other Contracting Party concerned.

In cases in which the traffic in any country is restricted, reciprocal traffic between the Contracting States, and transit traffic coming from the territory of one of the Contracting Parties, should not be subject to restrictions more severe than those applied to national traffic or to transit traffic destined for the same country.

ARTICLE 4

The Contracting Parties shall endeavour to meet the requirements of direct international traffic passing over their railway system, by establishing good connections both for passenger and for goods traffic and by affording each other, in so far as is possible, mutual aid and assistance.

ARTICLE 5

The Contracting Parties undertake, without prejudice to existing conventions, to co-operate in the re-establishment of direct international passenger services, and in the establishment of new services corresponding to present traffic requirements, provided with suitable rolling stock and schedules and, where possible, with through carriages.

ARTICLE 6

The Contracting Parties shall see to it that their railway administrations shall, as soon as possible, conclude agreements with regard to the establishment of through long-distance goods trains, and to the acceleration of certain traffic in whole wagons or groups of wagons, more particularly with a view to facilitating carriage of foodstuffs, live-stock, fuel, mineral oil and its derivatives.

The Contracting Parties shall request the railway administrations to give each other notice of large consignments to be carried on complete trains, and to agree together as to the best means of carrying such traffic.

ARTICLE 7

Goods traffic by rail between the Contracting Parties shall be carried under the régime laid down by the International Convention of October 14th, 1890, on goods traffic by rail, with the modifications provided for in the supplementary Agreement of July 16th, 1895, and the additional Conventions of June 16th, 1898, and September 19th, 1906, and the supplementary uniform conditions and uniform Conventions drawn up by the International Transportation Committee.

Nevertheless, in view of the difficulties which still hinder certain kinds of traffic, provision may be made for certain exemptions from this Convention in any agreements which are concluded between the railway administrations.

Exceptions to the Berne Convention should only be admitted in these Agreements, submitted for ratification by the various Governments, for such period and within such limits as are absolutely necessary.

The Contracting Parties agree to recognize that it is highly desirable in the interests of commerce that such exceptions should not affect the responsibility of railways for loss, damage or delay in delivery.

ARTICLE 8

Through rates for passenger, baggage and goods traffic between the territories of the Contracting Parties, and for traffic between their territories and those of a third State, passing through the territory of one of the Contracting Parties, should be provided for as soon as circumstances permit.

In the meantime, the Contracting Parties shall take measures to ensure that, as far as the exchange allows, through rates are provided as soon as possible for passenger traffic and for the most important classes of goods traffic, at least on the routes most employed, and that, as far as possible, steps should be taken to allow through rates for all traffic.

ARTICLE 9

If the payment transportation charges and other liabilities resulting from the Carriage Contract, and expressed in a foreign currency, is made in the national currency, the rate of conversion will, in conformity with the present practice, be fixed by the receiving railway administration.

The rate of exchange adopted should not, however, serve as a means of competition in favour, or to the detriment of another line.

ARTICLE 10

The Contracting Parties recognize that it is highly desirable that railway administrations should conclude an agreement regarding the settlement of accounts, and based upon the following principles:—

(*a*) Mutual debts and liabilities resulting from the settlement of accounts of international traffic shall be converted, for clearance, into the currency of the country whose liabilities are the highest;

(*b*) Payments shall be made in this currency.
(*c*) Conversion shall be made upon the basis of the average rate of the Zurich exchange during the period in which the debts and liabilities are contracted.
(*d*) Measures shall be taken to provide against exchange fluctuations.

ARTICLE 11

In order to meet the special requirements of international railway traffic, and more especially to avoid loss of time, Customs services at the frontier should be organized in such a manner as to allow the transit of goods across the frontier at any time in accordance with traffic requirements, avoiding unnecessary delay at the frontiers.

As regards passenger traffic, Customs formalities should therefore be regulated so as to allow the examination of registered baggage, destined for a station in the interior possessing a Customs Office, to take place at that station. The examination of other registered baggage and of hand luggage should, if circumstances permit, be carried out on the trains.

As regards goods traffic, Customs formalities should be regulated so as to avoid any unloading, verification or sealing at the frontier of goods assigned to another Customs Office, on condition that the regular collection of Customs duties is not compromised thereby.

Without prejudice to greater facilities which may later be accorded, the Contracting Parties consider that the adoption of the regulations laid down in the annex is highly desirable.

ARTICLE 12

The present Agreements may be denounced by any one of the Contracting Parties by giving *six months'* notice.

No such denunciation shall, however, be accepted until a year after the coming into force of the present Agreements.

ARTICLE 13

Any disputes between States regarding the interpretation or application of the present Agreements shall be settled in acordance with the procedure laid down for the settlement of disputes regarding the interpretation or application of the provisions of the Peace Treaties concerning communications and transit.

The present Agreements shall be ratified as soon as possible.

Each State shall forward its ratification to the Italian Government, which shall notify the other signatory States.

The ratifications shall be disposed in the archives of the Italian Government.

The present Agreements shall come into force, for each signatory State, from the date of deposit of its ratification, and the said State shall from that moment be bound by these Agreements in respect of other States whose ratifications have already been deposited.

B.—Regulations for the Customs service on railways, drawn up at Porto-Rose

1.—Goods Traffic

Paragraph 1

Goods trains shall be allowed to cross Customs boundaries at any time, including Sundays and holidays, by day or night, and Customs operations should be performed under the same conditions. The arrival of every goods train from abroad should be notified, in conformity with the Customs Regulations, to the frontier Customs Office to which the documents prescribed by the Customs Regulations should, at the same time, be presented.

Paragraph 2

Railway administrations shall be required to notify Customs Offices located in stations and Customs Agencies (Railway Customs Offices) of the schedules of all trains crossing the frontier and trains connecting with these, as well as alterations in these schedules, at least eight days before they are put into operation.

The Railway Customs Offices shall also be informed, as soon as possible, of any considerable delays, of the cancelling of trains, and of the running of special trains, and light engines.

Paragraph 3

1. Goods, the despatch of which has been regularly notified, and which are loaded in wagons duly sealed, and consigned, without trans-shipment, to a station in the interior of the country with a duly qualified Customs Office, need not be unloaded and examined at the frontier, and such packages need not be sealed.

2. Goods loaded in wagons duly sealed passing over the territory of one of the Contracting Parties, without breaking bulk, to the territory of another Contracting Party, if duly notified as in transit, need not be unloaded and examined by the Customs at the frontier or within the country, and such packages need not be sealed.

3. The putting into force of the provisions of paragraphs 1 and 2 shall be subject to the condition that the railway administrations concerned shall be responsible for the arrival of wagons at the competent Customs Office, whether at the frontier or within the country within the period laid down, and with seals intact.

4. As a general rule, goods not subject to Customs duties arriving at frontier Customs Offices in order to undergo Customs formalities, need not be unloaded and weighed, if the Customs formalities can be carried out without unloading. In determining the weight of goods the Customs Authorities shall in general accept as the weight of the truck the weight marked thereon.

5. The foregoing exemptions from Customs examinations and sealing of packages shall be exceptionally applied even in the case of trans-shipment of goods (from one wagon to another) under Customs supervision, without involving the necessity of carrying out the regular Customs formalities, when

the trans-shipment of goods is unavoidable by reason of any circumstance attributable to the railway.

6. The facilities provided in this paragraph shall not be given in cases where there is reasonable ground to suspect fraud.

Paragraph 4

The Customs Administrations of all the Contracting Parties shall recognize as sufficient any affixing of Customs seals by the administration of any one of the Contracting Parties, which they shall have ascertained to comply with the conditions prevailing within their own Customs area for the affixing of seals to trucks which are to pass the Customs.

2.—Passenger and Luggage Traffic

Paragraph 1

Passenger trains crossing frontiers shall enjoy the same facilities as regards days and times of crossing as those laid down for goods trains in Part 1.

Paragraph 2

At the time of crossing the Customs boundary, passenger coaches shall contain only hand baggage.

Paragraph 3

Hand baggage and passengers' registered baggage shall in general undergo Customs examination at the frontier Customs Office. Other facilities may, nevertheless, be granted to meet the needs of passenger traffic. In particular, efforts shall be made to take the necessary steps to have registered baggage examined at the Customs Office of the destination station. Customs Administrations shall also provide, as far as possible, for examination of passengers' baggage in the train, even on through trains or coaches.

Paragraph 4

Customs formalities in frontier stations should be carried through sufficiently rapidly for all baggage, especially baggage in transit, to continue the journey by the connecting train.

Paragraph 5

Fast or ordinary goods traffic carried on passenger trains shall be subject to the same conditions and formalities as similar goods carried on goods trains.

Notwithstanding, fast goods traffic or highly perishable goods which are carried on passenger trains shall be forwarded by the same accelerated procedure as baggage.

Report of the

Canadian Delegates

TO THE

Third Assembly of the League of Nations

September 3 to 30, 1922

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

LONDON, October 16, 1922.

To His Excellency
The Governor General in Council:

The undersigned delegates appointed to represent Canada at the Third Assembly of the League of Nations have the honour to report as follows:—

The Assembly met at Geneva on Monday, September 3, and continued its sittings until Saturday, September 30. The Canadian delegates remained in attendance throughout.

The business of the Assembly is distributed among six large committees as follows:—

First Committee—Legal and constitutional questions.

Second Committee—Technical organizations.

Third Committee—Reduction of armaments.

Fourth Committee—Budget and financial questions.

Fifth Committee—Social and general questions.

Sixth Committee—Political questions.

The plan of distribution is so arranged that where a country has three delegates it may be represented on all these committees. Thus, Mr. Fielding served on the Third Committee (Disarmament), and on the Fifth Committee (Social and general questions). Mr. Lapointe served on the First Committee (Legal and constitutional), and on the Sixth Committee (Political questions). Mr. Larkin served on the Second Committee (Technical organizations), and on the Fourth Committee (Finance).

Mr. Fielding was chosen Chairman of the Fifth Committee. This position carried with it a seat on the Bureau, or General Committee of the Assembly, which was composed of the President, six Vice-presidents, and the Chairmen of the six large committees herein referred to.

While there was not before the Assembly any question of special importance to Canada, many matters of wide interest were considered by the several committees and in due course the conclusions reached by these committees were reported to the Assembly and the Assembly's decision taken thereon.

The action of a Canadian representative at previous meetings left on the agenda for the Third Assembly a proposal on behalf of Canada to strike out Article 10 of the Covenant of the League of Nations. This proposal had received considerable attention at the previous meetings and its consideration had been postponed until the meeting of the Third Assembly. It did not appear that the proposal had found favour in any quarter in the Assembly. It had, on the contrary, aroused marked hostility. The French representatives were particularly strong in their objections to the elimination of the Article. Many of the smaller nations too were disposed to regard the Article as a protection against aggression and naturally did not look with approval on the proposal to strike it out. As the question remained on the agenda from last year, it was necessary for the delegates of the present year to determine what action should

be taken concerning it. In view of the wide differences of opinion which existed as to the proper meaning of Article 10, we suggested that, instead of striking it out, as proposed by Canada's representatives at previous meetings, it be allowed to stand with the addition of a few explanatory words.

Article 10 as it stands in the Covenant reads as follows:—

> "The Members of the League undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all Members of the League. In case of any such aggression or in the case of any threat or danger of such aggression the Council shall advise upon the means by which this obligation shall be fulfilled."

With the addition of the words proposed, the Article would read:—

> "The Members of the League undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all Members of the League. In case of any such aggression or in case of threat or danger of such aggression the Council shall advise upon the means by which this obligation shall be fulfilled, taking into account the political and geographical circumstances of each State. The opinion given by the Council in such cases shall be regarded as a matter of the highest importance, and shall be taken into consideration by all the Members of the League, who shall use their utmost endeavours to conform to the conclusions of the Council; but no Member shall be under the obligation to engage in any act of war without the consent of its Parliament, legislature, or other representative body."

The amendment was considered by the First Committee (Legal and constitutional) and a recommendation was made as follows:—

> "The Assembly of the League of Nations decides that the Canadian proposal with regard to Article 10 of the Covenant shall be adjourned until the Fourth Assembly, in order that the subject may be considered in all its bearings. The Assembly leaves it to the Council to decide on the steps to be taken to provide for a detailed study of the Canadian proposal before the meeting of the Fourth Assembly."

When this report came before the Assembly for approval a strong speech was made by Mr. Joseph Barthelemy, representing France, who argued against any interference with Article 10 as it stands. Mr. Fielding replied, and the report of the committee was adopted.

At the Second Assembly, on the motion of a Canadian Delegate, a resolution was adopted expressing hope of an early settlement of the question of the status of Eastern Galicia. That matter being still unsettled, Mr. Fielding moved a renewal of the expression of last year in the following terms:—

> "The Assembly of the League of Nations renews its wish, expressed in the resolution adopted by the Second Assembly on September 27, 1921, that the Council of the League draw the attention of the Principal Allied and Associated Powers to the desirability of determining at an early date the status of Eastern Galicia."

The resolution was adopted.

The question of the allocation of the expenses of the League which had been considered at previous Assemblies again came up.

Under the provisions of the Covenant, the expenses of the League were allocated between the various countries in the proportion established for the

International Bureau of the Universal Postal Union. This arrangement required Canada to pay the same sum—about $200,000—as was required of one of the great nations, Great Britain for example. That the scale of payments so determined operated unfairly to a number of the smaller nations was recognized. At the Second Assembly a committee appointed to deal with the matter proposed another scale of distribution, under which Canada's proportion would be reduced to about $150,000. This distribution, however, did not come into operation for the reason that it failed to receive the endorsement of the required number of Members of the League. The original scale of distribution therefore remains in operation as respects the present year. The whole question was further considered at the latest Assembly and a rearrangement was agreed upon to take effect next year. The amount required from Canada will be $183,668.03.

The resolutions and recommendations adopted by the Assembly are available in the official printed Journal.

W. S. FIELDING,

ERNEST LAPOINTE,

PETER C. LARKIN.

CORRESPONDENCE

HALIBUT FISHERIES TREATY

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

RETURN

To Address to His Excellency the Governor General, of the 12th March, 1923, for a copy of all correspondence, papers, communications, cablegrams, telegrams, writings, documents, etc., passing between the Government of Canada or any member thereof and the Government of Great Britain or any member thereof or the representatives respectively of other governments referring to the recent negotiations for and to the execution of a treaty with the United States respecting Halibut Fisheries, and also between the Government of Canada or any member or representative thereof, and the British Ambasador at Washington respecting the same subject.

From H.M. Ambassador, Washington, the the Governor General

Copy

BRITISH EMBASSY,

WASHINGTON, D.C., December 21, 1922.

No. 328.

MY LORD,—With reference to Your Excellency's despatch No. 124 of August 15th last, I have the honour to transmit to you herewith, for the consideration of the Dominion Government, copy of a note which I have received from the Department of State and of a draft convention, based on Article VII of the original draft treaty of 1919, which they propose should be concluded for the protection of the Pacific halibut fishery.

I am also communicating copies of these documents to His Majesty's Principal Secretary of State for Foreign Affairs.

I have the honour to be

My Lord,

Your Excellency's most obedient

humble servant,

(Sgd.) A. C. GEDDES,

His Excellency,
The LORD BYNG OF VIMY, G.C.B.,
Governor-General of Canada,
Ottawa, Canada.

DEPARTMENT OF STATE,

WASHINGTON December 14, 1922.

EXCELLENCY,—With further reference to your Embassy's note No. 667 of August 29, 1922, I have the honour to inform you that this Government would be glad to conclude with His Majesty's Government a convention which will deal with the Pacific halibut fishery alone in the manner contemplated by Article VII of the draft treaty concerning port privileges of fishing vessels, protection of halibut fishery, lobster fishing and tariff on fresh fish, which was transmitted to this Department with your Embassy's note No. 815 of November 10, 1919.

Using Article VII of the draft prepared in 1919 as a basis, I have caused to be prepared a draft of a convention for the protection of the Pacific halibut fishery, copies of which are enclosed.

The departure of greatest consequence in the enclosed draft from the proposals with regard to the halibut fishery embraced in Article VII of the draft prepared in 1919 is in the provision in Article I which relates to the disposal required to be made of halibut that may be taken during the proposed close season by fishermen engaged in fishing for other species of fish. It appears to this Government that large opportunity for evasion of the prohibition against fishing for halibut during the close season and escape from the penalties which will be prescribed for violations of the prohibition would exist under the provisions which were proposed in the draft of 1919 permitting halibut taken incidentally while fishing for other species of fish during the close season to be retained and landed and to be sold fresh in the port where landed or to be shipped or transported from the port of landing, provided they are first frozen, canned, or cured. In lieu of these provisions the draft which I herewith present provides in Article I that halibut that may be taken incidentally when fishing for other fish during the season when fishing for halibut is prohibited may be used for food for the crew of the vessel by which they are taken and that any portion thereof not so used shall be landed and immediately turned over to officers of the Department of Commerce of the United States or of the Ministry of Marine and Fisheries of the Dominion of Canada, who will be duly authorized to receive and sell them and required to pay the net receipts into the public treasuries. It is believed that this procedure will operate as an efficient deterrent of evasions of the close season because under it the opportunity for private profit by the sale of halibut taken during the close season is removed.

In Article III of the draft transmitted herewith provision is made for the appointment of an international fisheries commission of the character which would have been appointed under Article IV of the Convention for the Protection of the Sockeye Salmon of the Fraser River System and which under the provisions of Article VII of the draft treaty concerning port privileges of fishing vessels, protection of halibut fisher, lobster fishing and tariff on fresh fish would have been charged with the supervision of the investigation of the halibut fishery, if those two proposed conventions had been perfected. It is believed that the provisions of Article III of the draft enclosed herewith for the appointment of this commission and the investigation into the life history of the Pacific halibut fishery meet the suggestions which were made in your Embassy's note No. 667 of August 29, 1922, with reference to the appointment of such a commission and the making of an investigation and in these particulars would carry out the recommendations of the American-Canadian Fisheries Conference, 1918.

By Article I of the enclosed draft, the term after which the close season may be modified or suspended by a special agreement would be three years instead of four as was contemplated by Article VII of the former draft and by

Article V the period after which the convention might be terminated on notice by either party would be five instead of fifteen years. It is believed that within the shorter periods the two governments would have available for their consideration the results of the investigations of the joint commission which should aid them in establishing a system of permanent protection of the halibut fishery, and that in general the proposed shorter terms are better adapted to the purposes of a convention dealing with the halibut fishery alone than the longer terms which were accommodated to the conditions concerning port privileges of fishing vessels and other subjects as well as to the halibut fishery.

I should be pleased to be informed of the views of the British and Canadian Governments with reference to the draft which I herewith enclose, and should this draft be acceptable to them to proceed to the signature of the convention at an early date in order that it may, if possible, be submitted to The Senate for its advice and consent to ratification during the present session with a view to establishing the close season in November of next year.

Accept, Excellency, the renewed assurances of my highest consideration.

(Sgd.) CHARLES E. HUGHES.

His Excellency
The Right Honourable
Sir Auckland Geddes, G.C.M.G., K.C.B., etc., etc.

Enclosure:
Draft of convention.

Draft

Convention Between the United States of America and Great Britain Concerning Halibut Fishery

The United States of America and His Majesty George V of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Emperor of England, being equally desirous of securing the preservation of the halibut fishery of the Northern Pacific ocean, have resolved to conclude a Convention for this purpose, and have named as their plenipotentiaries:

The President of the United States of America, and His Britannic Majesty, who after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following articles:—

ARTICLE I

The nationals and inhabitants and the fishing vessels and boats, of the United States and of the Dominion of Canada, respectively, are hereby prohibited from fishing for halibut (Hippoglossus) both in the territorial waters and in the high seas off the western coasts of the Dominion of Canada and the United States, including Behring sea, from the 16th day of November next after the date of the exchange of ratifications of this Convention, to the 15th day of the following February, both days inclusive, and within the same period yearly thereafter, provided that upon the recommendation of the International Fisheries Commission hereinafter described, this close season may be modified or suspended at any time after the expiration of three such seasons, by a special agreement concluded and duly ratified by the high contracting parties.

It is understood that nothing contained in this Article shall prohibit the nationals or inhabitants and the fishing vessels or boats of the United States and of the Dominion of Canada, from fishing in the waters hereinbefore specified for other species of fish during the season when fishing for halibut in such

waters is prohibited by this Article. Any halibut that may be taken incidentally when fishing for other fish during the season when fishing for halibut is prohibited under the provisions of this article may be retained and used for food for the crew of the vessel by which they are taken. Any portion thereof not so used shall be landed and immediately turned over to the duly authorized officers of the Department of Commerce of the United States or of the Ministry of Marine and Fisheries of the Dominion of Canada. Any fish turned over to such officers in pursuance of the provisions of this Article shall be sold by them to the highest bidder and the proceeds of such sale, exclusive of the necessary expenses in connection therewith, shall be paid by them into the treasuries of their respective countries.

ARTICLE II

Every national or inhabitant, vessel or boat of the United States or of the Dominion of Canada engaged in halibut fishing in violation of the preceding Article may be seized except within the jurisdiction of the other party by the duly authorized officers of either high contracting party and detained by the officers making such seizure and delivered as soon as practicable to an authorized official of the country to which such person, vessel or boat belongs, at the nearest point to the place of seizure, or elsewhere, as may be mutually agreed upon. The authorities of the nation to which such person, vessel or boat belongs alone shall have jurisdiction to conduct prosecutions for the violation of the provisions of the preceding Article or of the laws or regulations which either high contracting party may make to carry these provisions into effect, and to impose penalties for such violations; and the witnesses and proofs necessary for such prosecutions, so far as such witnesses or proofs are under the control of the other high contracting party, shall be furnished with all reasonable promptitude to the authorities having jurisdiction to conduct the prosecutions.

ARTICLE III

The High Contracting Parties agree to appoint within two months after the exchange of ratifications of this Convention, a Commission to be known as the International Fisheries Commission, consisting of four members, two to be appointed by each party. This Commission shall continue to exist so long as this Convention shall remain in force. Each party shall pay the salaries and expenses of its own members, and joint expenses incurred by the Commission shall be paid by the two High Contracting Parties in equal moieties.

The Commission shall make a thorough investigation into the life history of the Pacific halibut and such investigation shall be undertaken as soon as practicable. The Commission shall report the results of its investigation to the two Governments and shall make recommendations as to the regulation of the halibut fishery of the North Pacific ocean which may seem to be desirable for its preservation and development.

ARTICLE IV

The High Contracting Parties agree to enact and enforce such legislation as may be necessary to make effective the provisions of this convention with appropriate penalties for violations thereof.

ARTICLE V.

This Convention shall remain in force for a period of five years and thereafter until two years from the date when either of the High Contracting Parties

shall give notice to the other of its desire to terminate it. It shall be ratified in accordance with the constitutional methods of the High Contracting Parties. The ratifications shall be exchanged in Washington as soon as practicable, and the convention shall come into force on the day of the exchange of ratifications.

In faith whereof, the respective plenipotentiaries have signed the present Convention in duplicate, and have thereunto affixed their seals.

Done at the City of Washington, the day of in the year of our Lord one thousand nine hundred and

Paraphrase of Cypher Telegram from the Governor General to His Majesty's Ambassador at Washington

Secret.

OTTAWA, 16th January, 1923.

Halibut Fishery. Referring to your despatch of the 21st December last, No. 328, with the following modifications Draft Convention proposed by the United States Government for protection of Pacific Halibut Fishery is acceptable to Government of Canada:

1. Substitute the words "The Dominion of Canada" for the words "Great Britain" in the second line in the heading.

2. Substitute the word "Department" for the word "Ministry" in the second paragraph of Article 1 on page three of the Draft.

3. Add after the words "North Pacific Ocean" the words "including Behring Sea" in the second last line of the second paragraph of Article III on page five of the Draft.

(Sgd.) BYNG OF VIMY.

Paraphrase of Cypher Telegram from the Governor General to the Secretary of State for the Colonies

Secret.

OTTAWA, 16th January, 1923.

Copies of a Draft Convention between the United States and Great Britain concerning the Halibut Fishery, I understand from His Majesty's Ambassador at Washington, were communicated by him to the Foreign Office on or about the 21st December last. With the following modifications this Draft Convention is acceptable to my Government and I have to-day telegraphed to the Ambassador at Washington:

1. Substitute the words "The Dominion of Canada" for the words "Great Britain" in the second line of the heading.

2. Substitute the word "Department" for the word "Ministry" in the second paragraph of Article 1 on page three of the Draft.

3. Add after the words "North Pacific Ocean" the words "including Behring Sea" in the second last line of the second paragraph of Article III on page five of the Draft.

To enable him to sign the Treaty so amended on behalf of the Dominion at an early date, my Government request that the Secretary of State for Foreign Affairs be informed that it is their desire that the necessary full powers be given to the Honourable Ernest Lapointe, K.C., B.A., LL.B., Minister of Marine and Fisheries.

(Sgd.) BYNG OF VIMY.

From the Governor General to H. B. M. Ambassador at Washington

CANADA

Secret

No. 7

GOVERNMENT HOUSE,
OTTAWA, 23rd January, 1923.

SIR,—With reference to my Secret Telegram of the 16th instant regarding certain modifications which my Government desire to make in the Draft Convention which the United States Government propose should be concluded for the protection of the Pacific Halibut fishery, I have the honour to transmit, herewith, copies of an Approved Minute of the Privy Council for Canada, upon which my telegram was based, embodying the modifications.

11th January,
P.C. 93

I have the honour to be, Sir,
Your Excellency's most obedient,
humble servant,
(Sd.) BYNG OF VIMY.

His Excellency,
The Right Honourable,
Sir AUCKLAND GEDDES, G.C.M.G., K.C.B.

P.C. 93

CERTIFIED COPY *of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 11th January, 1923.*

The Committee of the Privy Council have had before them a Report, dated 11th January, 1923, from the Right Honourable the Secretary of State for External Affairs, to whom was referred a despatch from His Majesty's Ambassador at Washington, dated the 21st December, 1922, No. 328, enclosing a draft convention which the United States Government proposed should be concluded for the protection of the Pacific Halibut fishery.

The Secretary of State for External Affairs submits that with the following modifications the proposed draft is acceptable to the Government of Canada;

1. In the second line in the heading substitute for the words "Great Britain" the words "The Dominion of Canada".

2. In the fourth line of the introductory paragraph substitute for the word "England" the word "India".

3. In the second paragraph of Article 1 on Page 3 of the draft substitute for the word "Ministry" the word "Department".

4. In the second last line of the second paragraph of Article III on page 5 of the draft add after the words "North Pacific Ocean" the words "including Behring Sea".

The Committee, concurring, advise that Your Excellency may be pleased to request His Majesty's Ambasador at Washington so to inform the United States Government; and as a copy of the treaty has been already forwarded to the Foreign Office, that Your Excellency may be pleased to communicate the suggested amendments by telegraph to the Secretary of State for the Colonies with the request that the Secretary of State for Foreign Affairs be informed that it is the desire of Your Excellency's advisers that the necessary full powers be

given to the Honourable Ernest Lapointe, K.C., B.A., LL.B., Minister of Marine and Fisheries, to enable him to sign the treaty, so amended, on behalf of the Dominion of Canada at an early date.

All of which is respectfully submitted for Your Excellency's approval.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

From the Governor General to the Secretary of State for the Colonies

CANADA

Secret

GOVERNMENT HOUSE,

OTTAWA, 24th January, 1923.

MY LORD DUKE,—With reference to my Secret Telegram of the 16th instant regarding certain modifications which my Government desire to make in the Draft Convention which the United States Government propose should be concluded for the protection of the Pacific Halibut Fishery, I have the honour to transmit, herewith, copies of an Approved Minute of the Privy Council for Canada, upon which my telegram was based, embodying the modifications.

11th January,
P.C. 93

I have the honour to be,
My Lord Duke,
Your Grace's most obedient,
humble servant,
(Sd.) BYNG OF VIMY.

The Right Honourable,
The DUKE OF DEVONSHIRE,, K.G.,
Etc., Etc., Etc.,
Secretary of State for the Colonies.

From the Governor General to H.B.M. Ambassador at Washington

OTTAWA, 25th January, 1923.

Telegram.
Code.
Referring to my Despatch January 23rd, No. 7.

Halibut Fishery.—Canadian Government would be grateful if steps can be taken to conclude this convention at earliest possible moment and request Your Excellency so to inform United States Government.

(Sgd.) BYNG.

From the Governor General to the Secretary of State for the Colonies

Telegram.
Code.

OTTAWA, 30th January, 1923.

My telegram January 16th.
Fishery Treaty last paragraph. My Ministers most anxious for reply.

(Sd.) BYNG.

Paraphrase of Cypher Telegram from the Governor General to His Majesty's Ambassador at Washington

Secret.

OTTAWA, 12th February, 1923.

With reference to my telegram of the 25th January and my Secret despatch No. 7 of the 23rd January. My Ministers request Your Excellency to be good enough to enquire of the United States Government whether it would not be possible to sign the Pacific Halibut Fishery treaty during the present week as the Canadian Government are most anxious to effect conclusion of this Treaty at earliest possible moment.

(Sd.) BYNG.

From His Majesty's Ambassador at Washington to the Governor General

No. 47.

BRITISH EMBASSY,

WASHINGTON, D.C., February 12th, 1923.

MY LORD,—With reference to your despatch No. 7-Secret, of the 23rd ultimo and to earlier telegraphic correspondence, I have the honour to inform Your Excellency that I have duly informed the United States Government of the modifications which the Canadian Government desire to make in the Draft Convention for the protection of the Pacific Halibut fishery, and I have notified the Secretary of State of the desire of your Ministers to conclude this Convention at the earliest possible moment.

I have the honour to add however that, having regard to the fact that the Treaty as sign will bear no title, its object being plainly expressed in the preamble of the document, I have, under instructions from His Majesty's Government, omitted from my note to Mr. Hughes modification No. 1 proposed by the Canadian Government, namely, the substitution in the title of the words "the Dominion of Canada" for the words "Great Britain".

I have the honour to be,
My Lord,
Your Excellency's most obedient,
humble servant

(Sd.) A. C. GEDDES,

His Excellency,
The LORD BYNG OF VIMY, G.C.B.,
etc., etc., etc.,
Governor-General of Canada,
Ottawa.

From the Governor General to the Colonial Secretary

OTTAWA, February 13, 1922.

Telegram.
Code.

My Ministers most anxious for reply to my telegram January 30 relative to furnishing Minister of Marine and Fisheries with necessary full powers to sign Halibut Fishery Treaty at earliest possible moment.

(Sgd.) BYNG.

SESSIONAL PAPER No. 111a

Paraphrase of Cypher Telegram from His Majesty's Ambassador at Washington to the Governor General

Secret.

WASHINGTON, February 13, 1923.

Halibut Convention.—Your telegram of February 12. Government of the United States are equally anxious for early signature and will hasten reply as much as possible. Secretary of State and myself are laid up with influenza, which may render signature during present week difficult.

In signature of Treaty I understand the Canadian Minister of Marine will be with me and will have the full powers necessary.

(Sgd.) GEDDES.

CANADA
Secret

DOWNING STREET, February 13, 1923.

MY LORD,—With reference to Your Excellency's secret despatch of the 24th January and to your telegrams of the 16th and 30th January, I have the honour to transmit to you herewith the Full Powers issued to the Honourable Ernest Lapointe, K.C., B.A., LL.B., in connection with the proposed Convention with the United States for the protection of the Pacific Halibut Fishery.

I have the honour to be,
My Lord,
Your Lordship's most obedient,
humble servant,
(Signed) DEVONSHIRE.

Governor General
His Excellency
General The Right Honourable
LORD BYNG OF VIMY, G.C.B., G.C.M.G., M.V.O.,
etc., etc., etc.

GEORGE R.I.

GEORGE by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, etc., etc., etc.

To all and Singular to whom these Presents shall come, GREETING:

Whereas for the better treating of and arranging certain matters which are now in discussion, or which may come into discussion, between Us and Our Good Friends the United States of America, relating to the regulations of the Pacific Halibut Fishery..... We have judged it expedient to invest a fit person with Full Power to conduct the said discussion on Our Part: Know Ye therefore that We reposing especial trust and confidence in the wisdom, loyalty, diligence and circumspection of Our Trusty and Well-beloved the Honourable Ernest Lapointe, one of Our Counsel learned in the Law, Member of the Parliament of Canada, Member of Our Privy Council for Canada, Minister of Marine and Fisheries of our Dominion of Canada, have named, made, constituted and appointed, as We do by these Presents name, make, constitute, and appoint him Our undoubted Commissioner, Procurator and Plenipotentiary: Giving to him all manner of power and authority to treat, adjust, and conclude, with such Minister or Ministers as may be vested with similar power and authority on the part of Our Good Friends the United States of America, any Treaty, Convention, or Agreement that may tend to the

attainment of the above-mentioned end, ...and to sign for us, and in Our Name, everything so agreed upon and concluded, and to do and transact all such other matters as may appertain thereto, in as ample manner and form, and with equal force and efficiency, as We Ourselves could do if personally present: Engaging and Promising upon Our Royal Word that whatever things shall be so transacted and concluded by Our said Commissioner, Procurator, and Plenipotentiary shall subject if necessary to Our Ratification, be agreed to, acknowledged, and accepted by Us in the fullest manner, and that We will never suffer, either in the whole or in part, any person whatsoever to infringe the same, or act contrary thereto, as far as it lies in Our power. In witness whereof We have caused the Great Seal of Our United Kingdom of Great Britain and Ireland to be affixed to these Presents, which We have signed with Our Royal Hand.

GIVEN at Our Court of Saint James the First day of February in the year of Our Lord, one thousand nine hundred and twenty-three and in the Thirteenth year of Our Reign.

[Seal]

Paraphrase of Cypher Telegram from His Majesty's Ambassador at Washington to the Governor General

Secret.

WASHINGTON, February 14, 1923.

Enquiry made by State Department whether Mr. Lapointe will sign Treaty with me. Early reply would be much appreciated. See my telegram of February 13th.

(Sd.) GEDDES.

Copy of Code Telegram from the Secretary of State for the Colonies to the Governor General

Secret.

LONDON, February 15, 1923.

Your telegram January 16th and Your despatch January 24th, Secret.

Full Powers for Mr. Lapointe sent by mail February 13th.

As regards text of Draft Treaty, Secretary of State for Foreign Affairs suggests following modifications:

(1) Title of Treaty to be "Convention for the Regulation of Halibut Fisheries on the Pacific Coast of Canada and the United States."

(2) In accordance with the usual Treaty practice title of His Majesty preamble to read "His Majesty the King of the United Kingdom of Great Britain and Ireland and the British Dominions beyond the Seas, Emperor of India."

Do your Ministers see any objection?

(Sgd.) DEVONSHIRE.

From the Governor General to the Colonial Secretary

Telegram.

Code.

OTTAWA, February 17, 1923.

Halibut Convention.

Modifications suggested in your telegram February 15th, concurred in by Canadian Government.

(Sgd.) BYNG.

Paraphrase of Cypher Telegram from the Governor General to His Majesty's Ambassador at Washington

OTTAWA, February 17, 1923.

Secret.

Your telegram February 14th.

Halibut Convention.

My Ministers request Your Excellency to inform the United States Department that Mr. Lapointe will sign this treaty, for which purpose full powers have been mailed by the Secretary of State for the Colonies on the 13th instant.

(Sgd.) BYNG.

From the Governor General to His Majesty's Ambassador at Washington

Secret.

Paraphrase of Cypher Telegram.

OTTAWA, February 21, 1923.

With reference to Your Excellency's secret telegrams of the thirteenth and fourteenth instant, relative to the signing of the Halibut Convention, the Secretary of State for the Colonies under date the fifteenth instant, has telegraphed that full powers for Mr. Lapointe were sent by mail on the thirteenth instant. On receipt of these powers, Mr. Lapointe will leave for Washington. My Ministers are of the opinion that as respects Canada, signature of the treaty by Mr. Lapointe alone will be sufficient and that it will not be necessary for you to sign as well.

(Sgd.) BYNG.

From His Majesty's Ambassador at Washington to the Governor General

Secret

Paraphrase of Cypher Telegram

WASHINGTON, February 23, 1923.

Halibut Treaty.—Modifications proposed in your telegram of January 16th are still being considered by United States Government. They expect, however, to give reply to-morrow. Until I am informed that the United States Government are ready to sign it would be preferable that Mr. Lapointe should not actually start. I have been instructed by His Majesty's Government to sign Treaty in association with Mr. Lapointe.

The above is answer to your telegram No. 7 of the 21st of February.

(Sgd.) GEDDES.

From His Majesty's Ambassador at Washington to the Governor General

Secret

Paraphrase of cypher telegram

WASHINTON, February 27, 1923.

Very urgent.

My telegram No. 9. United States Government accept modifications in Halibut Treaty proposed in your telegram January 16. They are most anxious to sign on the afternoon of Thursday, March 1, in order to obtain ratifications before the Senate rises on March 4. Can Mr. Lapointe be here by that time and what accommodation does he wish reserved? Please telegraph reply.

(Sgd.) GEDDES.

From His Majesty's Ambassador at Washington to the Governor General

Secret

Paraphrase of cypher telegram

WASHINGTON, February 27, 1923.

Very urgent.

With reference to my telegram 27th February immediately preceding. State Department now inform me it is very desirable if possible to present Halibut Treaty to the Senate on March 1st and enquire whether I can sign the Treaty to-morrow on behalf of Canada. I have thought it best to transmit this message as additional delay of one day may make a difference as regards ratification by Senate. I presume, however, that it would be more satisfactory that Mr. Lapointe should sign with me. Please telegraph.

(Sgd.) GEDDES.

Paraphrase of Cypher Telegram from the Governor General of Canada to the Secretary of State for the Colonies

Very urgent

OTTAWA, February 28, 1923.

Halibut Treaty.—The Full Powers issued to Honourable Ernest Lapointe in connection with proposed convention with United States for protection of Pacific Halibut Treaty have been duly received and transmitted to Mr. Lapointe, who is at present on his way to Washington.

My Ministers are of opinion that, as respects Canada, signature of the Treaty by Mr. Lapointe alone should be sufficient. They proceeded on this assumption in asking for full powers for Mr. Lapointe. Having so notified the British Ambassador at Washington, it was with some surprise that an intimation was received from Sir Auckland Geddes to the effect that he had been instructed by His Majesty's Government to sign the Treaty in association with Mr. Lapointe. Evidently it has been assumed by His Majesty's Government that such was the wish of the Canadian Government. The view of my Ministers, however, is that the Treaty being one of concern solely to Canada and the United States, and not affecting in any particular any imperial interest, the signature of the Canadian Minister should be sufficient, and they would respectfully request that His Majesty's Ambassador at Washington be instructed accordingly.

The Government of the United States having expressed a desire that the Treaty should be signed on the afternoon of Thursday, March first, in order to obtain ratification before the Senate rises on March fourth, it is most important that word should be cabled to Washington with the least possible delay. Sir Auckland Geddes has been advised of this request. Kindly inform me, as soon after the receipt of this message as possible, of the action that may be taken by His Majesty's Government.

(Sgd.) BYNG OF VIMY.

OTTAWA, February 28, 1923.

Paraphrase of Cypher Telegram from the Governor General of Canada to the British Ambassador at Washington

Mr. Lapointe in Toronto to-day. Will proceed this afternoon from Toronto to Washington, arriving probably one-ten tomorrow afternoon, Thursday, March first. He will be joined at Washington about same hour by Mr. Alex. Johnston, Deputy Minister Marine and Fisheries, who is leaving Ottawa this afternoon. Their accommodation has already been reserved at New Willard. Canadian Government is of view that, Treaty being one of concern solely to Canada and

the United States and not affecting in any particular any imperial interest, signature on behalf of Canada by Mr. Lapointe, who has full powers, should be sufficient. A communication is being sent to-day to His Majesty's Government, expressing hope that His Majesty's Government will concur in this view and advise your Excellency accordingly.

(signed) BYNG OF VIMY.

From the Secretary of State for the Colonies to the Governor General.

Secret
Paraphrase of Cypher Telegram.

LONDON, March 1, 1923.

With reference to your telegram of the 28th February regarding the Halibut Treaty. The wishes of your Ministers are being telegraphed to His Majesty's Ambassador at Washington by the Secretary of State for Foreign Affairs.

(Sd) · DEVONSHIRE.

Copy of Telegram from the Governor General to the Secretary of State for the Colonies

OTTAWA, March 1, 1923.

Secret.

Following from my Prime Minister begins:—

On behalf of my colleagues and myself, I desire to thank Your Grace and Secretary of State for Foreign Affairs for so promptly communicating to His Majesty's Ambassador at Washington the wishes of the Canadian Government with respect to the signing to-day, at Washington, of the proposed halibut Treaty.

Ends.

(signed) BYNG.

No. 82.

BRITISH EMBASSY,

WASHINGTON, D.C., March 9, 1923.

MY LORD:—With reference to Your Excellency's telegram No. 8 of the 28th ultimo and to previous correspondence relative to the Convention for the protection of the Halibut Fishery of the North Pacific Ocean, signed on the 2nd instant, I have the honour to transmit to Your Excellency herewith copy of a note from the United States Government. In this note Mr. Hughes states that the Senate gave its consent on the 4th instant to the ratification of this instrument on the understanding that none of the nationals, inhabitants, vessels or boats of any other part of Great Britain shall engage in the halibut fishery contrary to the provisions of the said Convention.

Mr. Hughes expresses the hope that this "understanding", which the Senate has made part of its resolution of ratification, will be accepted by His Majesty's Government.

The effect of this action on the part of the Senate is to widen the scope of the treaty so as to embrace the Empire as a whole, instead of Canada alone, to which it is understood the Dominion Government intended the Treaty to refer. In view of this development, a copy of the State Department note is being communicated to His Majesty's Principal Secretary of State for Foreign Affairs in

order to ascertain the views of His Majesty's Government in regard to this "understanding".

Meanwhile I should be grateful if I might be furnished with any observations which Your Excellency may desire to offer on the subject.

I have the honour to be

My Lord,

Your Excellency's most obedient,

humble servant,

(Sgd) A. C. GEDDES.

His Excellency,
The Lord Byng of Vimy, G.C.B.,
etc., etc., etc.,
Governor General of Canada,
Ottawa.

Department of State

Washington, March 5, 1923.

Excellency,—Referring to the convention for the protection of the halibut fishery of the North Pacific Ocean, signed between the United States and Great Britain on March 2, 1923, I have the honour to inform you that the Senate on March 4, 1923, gave its advice and consent to the ratification of the said convention in a resolution as follows:

> "Resolved (two-thirds of the Senators present concurring therein), That the Senate advise and consent to the ratification of Executive D, Sixty-seventh Congress, fourth session, a convention between the United States and Great Britain, signed on March 2, 1923, for the preservation of the halibut fishery on the Northern Pacific Ocean, including the Bering Sea, subject to the understanding, which is hereby made a part of this resolution of ratification, that none of the nationals and inhabitants and vessels and boats of any other part of Great Britain shall engage in halibut fishing contrary to any of the provisions of this treaty."

Your Excellency will perceive that by this resolution the advice and consent of the Senate to the ratification of the Convention is given subject to the understanding "that none of the nationals and inhabitants and vessels and boats of any other part of Great Britain shall engage in halibut fishing contrary to any of the provisions of this treaty".

I shall be pleased if you will be so good as to bring this action of the Senate to the attention of His Majesty's Government, and express this Government's hope that His Majesty's Government will accept the understanding which the Senate makes a part of its resolution of ratification.

Accept, Excellency, the renewed assurances of my highest consideration.

(Sgd.) CHARLES E. HUGHES.

His Excellency,
The Right Honourable,
Sir Auckland Geddes, G.C.M.G., K.C.B.,
Ambassador of Great Britain.

CLAIMS OF BRITISH COLUMBIA ON THE DOMINION GOVERNMENT

[140]

RETURN to an Address to His Excellency the Governor General of the 28th February, 1923, for a Return of all correspondence passing between the Prime Minister and the Honourable John Oliver, Premier of British Columbia, since January the 1st, 1923, having reference to claims of British Columbia on the Federal Government and other problems outstanding between the two Governments.

A. B. COPP,
Secretary of State.

OTTAWA, March 13, 1923.

Honourable JOHN OLIVER,
Premier of British Columbia,
Victoria, B.C.

Re *Appeal of the Government of British Columbia and the Government of Alberta against Order of the Board of Railway Commissioners, dated June 30, 1922*

DEAR MR. OLIVER,—I regret that your letter of February 13th has not received an earlier acknowledgment. The delay has been due in part to my recent slight indisposition, but in the main to the difficulty of giving to your communication the further careful consideration, in conference with my colleagues in Council, which the importance of its contents seemed to warrant.

Your letter correctly states the views expressed by me to you at the time of the hearing accorded you by the members of the Government with respect to certain constitutional aspects of the railway rate problem.

The pressure of sessional and departmental duties renders it inevitable that while Parliament is in session is not an opportune time to present to the Cabinet a matter of such magnitude and importance as the railway rate case. It is the intention of the Government however, to arrange to hear the Appeal at as early a date, following the conclusion of the Session, as can conveniently be arranged for all parties concerned.

With respect to certain other matters of importance to the province of British Columbia to which you refer, and to your desire that they be considered immediately following the close of the hearing of the Appeal, unless such matters have been considered and disposed of in the mean time, I find on going over the paragraphs as set out in your letter, namely, 1 to 10, that paragraphs 6, 7 and 8 are essentially matters of provincial concern and these are now under departmental consideration.

The other paragraphs, including 1, 2, 3, 4, 5, 9 and 10, refer to matters which, although no doubt of vital importance to the province of British Columbia, must necessarily be considered from the Canadian or national viewpoint, and most of these are now receiving the consideration of the Government with a view to finding a solution. Of the subjects mentioned, there are one or two which would appear to be matters primarily for the consideration of the President and Board of Directors of the Canadian National Railway, and one or two which could not very well be disposed of without opportunity of further conference with representatives of the other Provinces of the Dominion.

I can assure you that on your return visit to Ottawa, it will be a pleasure to my colleagues and myself to confer with you with respect to all the matters to which your letter refers, and to have the benefit of your representations and views. To this end, I shall endeavour, as you suggest, to arrange that these matters be taken up immediately after the close of the hearing of the Appeal and given such consideration as the circumstances will permit.

Looking forward to an opportunity of a further joint consideration of the several matters which are of so great concern to the Province of British Columbia as well as to the Dominion,

I am, yours very sincerely,

(Sgd.) W. L. MACKENZIE KING.

Telegram

OTTAWA, 10th January, 1923.

Honourable JOHN OLIVER,
Victoria,
British Columbia.

Am directed to inform you that hearing British Columbia Appeal shall be fixed at earliest possible date after consultation with you after your arrival at Ottawa.

(Sgd.) RODOLPHE BOUDREAU.

OTTAWA, February 9, 1923.

MY DEAR PREMIER,—

Re *Oriental Emigration*

I understand that your Government are likely during the present session, to promote legislation restricting the immigration into Canada of Orientals. You are also doubtless aware how objectionable Oriental immigration is to the province of British Columbia and that it is the policy of the British Columbia Government to prohibit as far as possible the employment of Orientals particularly in the mines and the forests, and that British Columbia has inserted in all timber licenses a clause prohibiting the employment of Orientals upon licensed timber lands. I am attaching for your information, copies of correspondence showing how Orientals are becoming interested in British Columbia timber, despite the attempts made to prevent them.

Yours very truly,

(Sgd.) JOHN OLIVER.

Copy

American Timber Holding Company

First Wisconsin National Bank Bldg.,
Milwaukee, Wisconsin, December 7, 1922.

Hon. P. Z. Caverhill,
Chief Forester,
Victoria, B.C.

Dear Sir,—The enclosed descriptions are of licenses owned by Mr. C. Fukukawa located at 613 Metropolitan Building, 837 Hastings Street West, Vancouver, B.C., which descriptions you included in the list you sent us on November 29, covering levy to Forest Protection Fund of 3½ cents per acre on our holdings. We have writen Mr. Fukukawa, and would suggest that you send him a statement of the amount due to the Forest Protection Fund from him.

I would also ask you to send to us a similar statement covering the licenses owned by the Fraser River Tannery, Limited, as the amount will be paid from this office. Please give this your immediate attention so that we can meet our payment by December 31st, and oblige,

Yours truly,

AMERICAN TIMBER HOLDING COMPANY,

Geo. A. West, *Secretary-Treasurer.*

FORTY-TWO LICENSES OWNED BY C. FUKUKAWA

T.L.	*Acreage.*	*T.L.*	*Acreage.*
6170	629	6196	639
6171	640	6197	640
6172	640	6198	640
6173	640	6202	570
6174	629	6203	621
6175	640	6204	524
6176	612	6205	640
6177	626	6206	640
6178	640	6207	640
6179	634	6208	640
6180	606	6209	640
6182	619	6210	568
6183	640	6211	628
6184	605	6212	585
6185	551	6213	640
6189	640	6214	640
6190	640	6215	620
6191	613	6216	577
6193	640	6217	492
6194	640	6218	640
6195	635	12925	640

26,023 acres.

January 5, 1923.

Memorandum for the Hon. the Minister of Lands

Dear Mr. Pattullo.—I am in receipt of yours of the 4th instant, enclosing copy of a letter received from the American Timber Holding Company, having reference to certain timber licenses apparently owned by a Japanese, but not standing in his name.

I shall take this correspondence with me to Ottawa and there bring it to the attention of the Honourable the Premier.

Yours truly,

(Sgd.) JOHN OLIVER.

VICTORIA, BRITISH COLUMBIA, February 13, 1923.

The Right Honourable W. L. MACKENZIE KING, C.M.G.,
Prime Minister,
Ottawa.

SIR,—

Re *the Appeal of the Government of British Columbia and the Government of Alberta against the order of the Board of Railway Commissioners, dated June 30, 1922, and originally fixed for hearing on the 25th day of January, 1923.*

During my conversation with you on Saturday last, I understood that you were desirous of postponing the further hearing of the above appeal until the close of the present session of Parliament, for the following reasons:—

1. That owing to pressure of sessional and departmental duties, it is impossible for the Cabinet to give that continued and concentrated attention that the magnitude and importance of the appeal warrants and that its proper hearing would necessitate.

2. That the interest of British Columbia would probably be prejudiced by virtue of the fact that were a hearing insisted upon now, the time for the presentation of argument in favour of the appeal would necessarily be limited.

3. That it is your personal desire that the hearing of the appeal should take place at a time when you will be in a position, along with your colleagues, to give the appeal the undivided attention of the Cabinet, and to extend a hearing that will preclude the possibility of any or all of the parties to the appeal feeling that the appeal has not been given the fullest possible consideration.

Notwithstanding the fact that the delay will mean inconvenience and added expense and that the wrongs complained of are continuing, after discussing your suggestions with Mr. McGeer, who is acting counsel for the Province of British Columbia in this matter, and is also acting for the Province of Alberta, I am inclined to agree with your request upon the understanding that you will grant a hearing of the appeal immediately after the close of the present session, and that the hearing will be followed by an early decision.

This further hearing will necessitate our return to Ottawa, and I would ask that certain other matters of importance to the province of British Columbia be considered immediately following the close of the hearing of the appeal unless such matters have been considered and adjusted in the meantime. Namely:

1. The establishment of a Canadian Customs officer in the port of New York.

2. The establishment of a Merchant Marine Service between the ports of British Columbia and the ports of Montreal, St. John and Halifax.

3. Supplemental to the work now decided upon consideration of the further development of Western Canadian trade routes and the assistance that may be extended by the Dominion Government to Pacific Coast ports for port and trade development.

4. Consideration of the opening up and the development of the Peace River country and Northern British Columbia.

5. The relationship of the Pacific Great Northern Railway to the Grand Trunk Pacific and Canadian Northern Pacific Railways, and the effect that Dominion Government legislation and resulting action has had on the said Pacific Great Eastern Railway, with a view to considering the taking over of the said Pacific Great Eastern Railway as a part of the Canadian National Railway system upon such terms as in all the circumstances shall be fair and reasonable, or, in the alternative, the extension of some measure of assistance to the Province of British Columbia for the purpose of securing the completion and operation of the undertaking.

6. The unfulfilled obligations of the Canadian National Railway Company to the Province of British Columbia as successor to the Canadian Northern Railway Company.

7. The ownership of foreshore lands in British Columbia and particularly foreshore lands in and about the City of Vancouver.

8. The completion of the dredging of the North Arm of the Fraser river to New Westminster.

9. The levying and collection of Dominion and Provincial revenues, directed with a view to more clearly defining the respective fields of taxation, and also directed with a view to the establishing a more economical method of the collection of such revenues.

10. The terms of union under which British Columbia entered Confederation, directed with a view to the adjustment of such terms so that the Province of British Columbia shall be in the Confederation on a basis of equity and justice along with the other Provinces of the Dominion.

Permit me to thank you for the kind and courteous consideration that you have extended to me during my visit to Ottawa, and to say to you that I hope it will not be too great an inconvenience for you to let me have an early reply to this letter, directed to me, c o our counsel, Mr. G. G. McGreer, K.C., Chateau Laurier, and stating whether or not I have correctly understood you during our conference already referred to.

I sincerely trust you will be able to arrange for the fullest consideration of the matters referred to in this letter, and that it will be possible before my next visit to Ottawa for you to let me know whether or not there are any matters outlined herein that cannot be considered at the time requested.

I beg to remain,

Sincerely yours,

(Sgd.) JOHN OLIVER.

OTTAWA, February 9, 1923.

In the matter of the appeal of the Provinces of British Columbia and Alberta re Railway Transportation Rates

To the Honourable W. L. MACKENZIE KING and Honourable
Members of the Privy Council:

HONOURED SIRS,—During the hearing of the above appeal on the 3rd instant, the Hon. Mr. Fielding asked if British Columbia had protested against the Dominion legislation declaring the Canadian Northern Pacific Railway to be a work for the general advantage of Canada. I was unable to answer the question at the time but I am now able to state the Hon. Sir Richard McBride directed the attention of Sir Robert Borden to the fact that he proposed Dominion legislation would interfere with British Columbia's right under an agreement between the Province of British Columbia and the Canadian Northern Pacific Railway Company, this agreement being a statutory enactment of the Legislature of British Columbia and contained in a schedule to Chapter III, Statutes of British Columbia, 1910.

Sir Richard requested that provision should be made in the proposed Dominion legislation which would have the effect of retaining to the Province control of rates as provided by Provincial legislation. This request of Sir Richard McBride's was refused by Mr. Borden—copies of the communications passing on this subject as well as the date thereon, may be found in the 1914 Hansard at pages 4279 to 4283 inclusive. I would further observe that the agreement between the Government of British Columbia and the Canadian Northern Railway covering control of rates by the Province was statutory and that it was not competent for the Premier of the Province or for the Executive Council to in any way vary or interfere with such statutory agreement.

I am, sir,

Yours very truly,

(Sgd.) JOHN OLIVER.

ROYAL COMMISSION

ON

PENSIONS AND RE-ESTABLISHMENT

REPORT ON FIRST PART OF INVESTIGATION

(Matters referred to in G.W.V.A. telegram)

February, 1923

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

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TO HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL

May it Please Your Excellency:

We, the Commissioners, appointed by Royal Commission dated July 22nd, 1922, issued pursuant to Order in Council P.C., 1525 of the same date, to investigate, inquire into, and report upon:

> Firstly, the matters referred to in complaints made by certain officials of the Great War Veterans Association as contained in a telegram hereinafter quoted; and
>
> Secondly, certain questions relating to pensions, medical treatment and re-establishment needs of Canadian ex-service men and their dependents;

have the honour to present to Your Excellency in Council our Report in respect to the First Part of such Investigation, namely, the matters referred to in said complaints.

The subject matter of the reference concerning said First Part of such Investigation is as follows:—

> The matters to be so investigated are set out in complaints made by certain officials of the Great War Veterans Association as contained in a telegram reported in the press as follows:—
>
> > Following recent disclosures surrounding Parliamentary inquiry we openly charge Pensions Board with contemptible and cold-blooded conspiracy to deprive ex-service men of rights previously granted by Parliament. There has been deliberate concealment, secret regulations, pensions and insurance in direct violation intention of Parliament and deliberate attempt to disguise facts before present Parliamentary Committee. This is culmination unsympathetic policy of increasing severity during recent months. Chairman Committee has consented to reopen question impressed by generally expressed indignation. This plot challenges basic rights ex-service men nullifies in principle established privileges and frustrates further re-establishment effort required.

For convenience in dealing with the subject matter of the reference, this report has been divided into six parts as follows:—

Part One.—Introduction.

Part Two.—Complaints concerning Section 11 of the Pension Act.

Part Three.—Complaints concerning Section 25 (3) of the Pension Act.

Part Four.—Complaints concerning Returned Soldiers' Insurance Act.

Part Five.—Complaints concerning general attitude and Policy of administration.

Part Six.—Conclusion.

ROYAL COMMISSION

ON

PENSIONS AND RE-ESTABLISHMENT

REPORT

ON

FIRST PART OF INVESTIGATION

PART ONE

INTRODUCTION

The Commission constituted by Royal Commission as aforesaid is referred to hereafter in this Report as the 'Commission.' The Pensions Board mentioned in the telegram above quoted is the Board of Pension Commissioners for Canada and this body is hereafter referred to in this report as the 'Pensions Board.'

The Commission organized, and held public sittings in Ottawa on twenty-nine days during the months of July, August, September, October and November, 1922, at which about 3,800 typewritten pages of evidence were taken.

The Pensions Board was represented by Dr. Gordon Henderson as counsel, and, on the application of the G.W.V.A., the Commission appointed Mr. J. R. Bowler, of Winnipeg, as counsel to aid in the presentation of the case of the G.W.V.A. Mr. Henderson and Mr. Bowler appeared and acted as counsel for the Pension Board and the G.W.V.A. at all the hearings.

The telegram was signed by Mr. C. G. MacNeil as Secretary, Dominion Command, Great War Veterans Association.

The telegram forthwith came to the attention of the Special Parliamentary Committee on Pensions, Soldiers' Insurance and Re-establishment, of which Mr. H. M. Marler, M.P. was Chairman, then sitting at Ottawa. Mr. MacNeil appeared before this Committee on June 16th, 1922, and submitted in writing particulars of the matters referred to in the telegram.

Following the taking of evidence at this sitting of the Committee, a recommendation was made in the report of the Committee to Parliament dated June 17th, 1922, that a Commission be appointed to inquire into the matters referred to in the telegram, and this recommendation was adopted in Order in Council above referred to. The particulars, which were presented to the Parliamentary Committee of the matters referred to in the telegram, were again presented on behalf of the G.W.V.A. to the Commission, and the points taken in these particulars were as follows:—

1. That the regulations based on Section 25 (3) of the Pension Act have been so amended by the Board as to nullify the intention of this Section and thus cause the cancellation of many awards previously made, and the rejection of legitimate claims now under consideration.

2. That in 1920 and 1921 amendments to Section 11 have been made applicable to ex-service men of the C.E.F. contrary to the intention of Parliament in accepting these amendments and the assurances publicly given by the commissioners, thus withholding pension from a large class of dependents.

3. That regulations were secretly introduced under which the Board assumed power to reject applications for insurance policies under the Returned Soldiers' Insurance Act on medical grounds, despite the decision of Parliament that such insurance would be available to all qualified applicants without regard to condition of health at the time of application.

4. That the aforesaid regulations have been illegally concealed and that adverse decisions have been rendered thereupon without disclosing same to the individuals affected, thus causing great distress and dissatisfaction.

5. That the general procedure of the Board has been such as to place the burden of proof with regard to attributability entirely upon the claimant for pension and that as result many ex-service men and dependents have been denied a proper opportunity to establish their rights.

6. That pensions have been reduced following a review of the findings of local examiners by Headquarters office in a manner contrary to the procedure announced before the Select Committee of the House of Commons.

7. That undue severity has been exercised with respect to disability ratings which to some extent confirms the report that secret instructions have been issued to reduce pensions in every way possible.

As will be seen from the above telegram and particulars, a most serious charge was made against the Pensions Board, in their official capacity, in respect to the motives which influenced them in the performance of their duties.

The Commission can state at the outset that there is no evidence of any conspiracy, plot or ulterior motive in the administration by the Pensions Board and their advisors of the Pensions Act, and in so far as the charges contained in the telegram under investigation impute wrong or improper motives, the Commission finds that the evidence fails to substantiate these allegations.

As a matter of fact, it was admitted in the course of the argument on behalf of the G.W.V.A. that there was no evidence that the Pensions Board plotted or schemed to do the things complained of, but it was claimed that the facts shown to have existed at the time the telegram was sent justified Mr. MacNeil in reaching the conclusion which he did. The Commission publicly stated at the close of the hearing that questions of plot and conspiracy and dishonest intent could be eliminated from consideration.

It was urged that with the disposal of the allegations and imputations of wrongful intent there was nothing left with which the Commission should deal, but, as was intimated at the close of the hearing, the Commission could not agree that this was the only phase of the matter which was under investigation. The Commission's duty is to inquire, investigate, and report. There still remains the question as to whether, even in the absence of wrongful intent, ex-service men had in fact been deprived of rights along the lines indicated, and as to the policy and attitude adopted by the Pensions Board and the principles under which pensions and insurance have been administered by it, so far as these were questioned. The Commission therefore reports the facts which have been brought out on the investigation, together with its conclusions.

The Pensions Board since the Act of 1919 was passed and for a considerable period previous thereto, has consisted of three members, and it has been made clear during the investigation that the evidence has been directed, not against the members of the Pensions Board in their personal or private capacity, but purely in respect of the official acts of the Board as a public body.

The telegram under investigation, eliminating imputations of improper motive, can be considered under the following heads:—

1. *Legislation on Pension matters,* and particularly
(*a*) Section 11 of the Pension Act (respecting Pensions generally); and
(*b*) Section 25 (3) relating to pre-enlistment disability.

Involved with these matters is the part taken by the Pensions Board in drafting and promoting the legislation, its statements as to its meaning and effect, and its interpretation and application of the legislation when passed.

Under this heading respecting pension legislation the reference in the telegram respecting ex-service men being deprived of "rights previously granted by Parliament," as to "secret regulations *re* pensions in direct violation of the intention of Parliament" and the "nullifying in principle of established privileges," are amplified in paragraphs 1 and 2 of the particulars.

2. *Returned Soldiers' Insurance Act,* involving the administration of this Act by the Pensions Board, as agents of the Minister of Finance, and particularly the circumstances under which applications came to be refused on medical grounds, which is claimed to have been a distinct departure from the intention of the Act and understanding given when it was passed.

As to this heading the references in the telegram, respecting "secret regulations" *re* insurance "in direct violation of the intention of Parliament", and the "nullifying in principle of established privileges," are amplified under paragraphs 3 and 4 of the particulars.

3. *General Attitude and Policy of Administration* in the consideration of applications for pension.

As to this heading, the references in the telegram claiming that ex-service men have been deprived of rights, and that the matters complained of are "culmination unsympathetic policy of increasing severity during recent months," are amplified under points 5, 6 and 7 of the particulars.

The Commission proposes to deal with the three headings above enumerated in the order stated.

PENSION ORGANIZATION

It should be stated generally that up to March 31, 1922, there were approximately 65,000 persons who were in receipt of pensions in Canada, 45,000 of these were disabled ex-soldiers and 20,000 were dependents of deceased ex-soldiers. Pensions and administration involved an expenditure of nearly $35,000,000 for the fiscal year ending March 31, 1922. Many of these pensions are being drawn in respect of disabilities which in their nature remain constant, such as amputation cases, but there are many more which come up for review periodically by reason of the fact that the disability may increase or decrease as time goes on. The returns show that the advisors of the Pensions Board during the year ending March 31, 1922, considered approximately 40,000 cases of Canadian ex-service men or their dependents, thus averaging between 125 to 150 per day, and in addition they made recommendations to the Imperial Ministry of Pensions respecting approximately 25,000 Imperial Pensioners.

The Pensions Board was authorized by Order in Council of June 3, 1916. It consisted then, as now, of three members. The Pensions Board was first constituted by Statute when the Pensions Act was passed in 1919. It has sole and exclusive jurisdiction in awarding pensions, and its decisions are final.

None of the original members of the Pensions Board remains in office. The following table shows the personnel of the Board from its inception, with the tenure of office of each member (Record p. 543):—

11-9-16 to 14-5-18, J. K. L. Ross, R. H. Labatt, J. L. Todd.
14-5-18 to 9-12-18, J. K. L. Ross, J. L. Todd.
9-12-18 to 17-2-19 J. K, L. Ross, J. L. Todd, J. Thompson.
17-2-19 to 14-5-19, J. K. L. Ross, J. Thompson, E. Coristine.
14-5-19 to 2-8-19, J. Thompson, E. Coristine.
2-8-19 to 18-8-20, J. Thompson, E. Coristine, J. W. Margeson.
18-8-20 to 1-12-21, J. Thompson, J. W. Margeson, E. G. Davis.
2-12-21 to date, J. Thompson, E. G. Davis, J. McQuay.

Up to January 1, 1921, the Pensions Board organization consisted of the three Commissioners themselves and about ten Assistant Medical Advisors, with their clerical staff at Headquarters. In the field there were about a dozen District Officers, with a total staff of about 250, each office being in charge of a District Manager. The examinations were made at the District Offices by the Pensions Medical Examiners of the Pensions Board, and then dealt with by Assistant Medical Advisors at Headquarters. The Department of Soldiers' Civil Re-establishment also maintained hospitals and field staffs for the purpose of providing treatment.

On January 1, 1921, by Order in Council P.C. 2936, the district organization of the Pensions Board was absorbed by the district organization of the D.S.C.R. on the understanding, as expressed in the Order in Council, that

> The unit heads of the Department of Soldiers' Civil Re-establishment, consisting of the assistant director and unit medical director, would deal directly with the Board of Pension Commissioners in Ottawa on all matters affecting pension, and instructions would be issued to them by the proper officials of the Board of Pension Commissioners.

The District Pensions Offices were closed. The local Pension Medical Examiners in the districts thus passed from the staff of the Pensions Board to the staff of the D.S.C.R. but the Pensions Board still had the right to issue instructions on pensions matters which, instead of being communicated to the Pensions Medical Examiners through the District Pensions Office, were issued to the D.S.C.R. Unit Medical Director and by him to the Pensions Medical Examiners.

On April 1, 1921, a further absorption took place when, by Order in Council P.C. 1187, the Head Office Staff of the Pensions Board was absorbed by and transferred to the D.S.C.R. with the condition that the Pensions Board

> should continue to exercise full power and authority in dealing with the granting and renewal of and adjudication upon pensions.

The important effect of this was to transfer the Headquarters Staff of Assistant Medical Advisors from the Pensions Board to the D.S.C.R. Subsequently, by Order in Council P.C. 2722 dated August 17, 1921, the Headquarters Assistant Medical Advisors were returned to the Pensions Board. The organization of the Pensions Board therefore, from August 17, 1921, has consisted of the three Commissioners, some ten Headquarters Assistant Medical Advisors, and the secretarial and clerical staff of the Commissioners.

The Assistant Medical Advisors of the Pensions Board at Headquarters had been under Dr. Belton, as Chief Medical Advisor, but shortly after the amalgamation it was considered that a Chief Medical Advisor was not necessary, and Dr. Belton was removed to Toronto as Pensions Medical Examiner. Later on in the same year (1921) Dr. Arnold, who was already Director of Medical Services of the D.S.C.R., was made Chief Medical Advisor to the Pensions Board with jurisdiction over the Assistant Medical Advisors of the Pensions Board at Headquarters, he at the same time continuing in charge of the Pensions Medical Examiners of the D.S.C.R. in the districts, by virtue of his position as Director of Medical Services of the D.S.C.R.

The procedure on application for pension (Record P. 290 et seq) can be generally described as follows:—

An applicant generally presents his claim through the most conveniently situated unit office of the D.S.C.R. The applicant appearing in the first instance at a D.S.C.R. office is referred to the Pensions Medical Examiner there. He states his claim and if the Pensions Medical Examiner feels he has made out a case, or a possible case, he obtains from Ottawa details of the applicant's medical and military records, examines him and sends to the Pensions Board a report. This report describes the condition of the man, states the Medical Examiners' opinion as to the percentage of total disability, the percentage of pensionable disability and the relation of this latter to service. It is signed by the Pensions Medical Examiner for the Unit Medical Director of the D.S.C.R. The latter does not generally influence the report in any way. At Ottawa the report comes to the mailing division of the D.S.C.R. where it is opened by a clerk who, seeing it is an "Application for Pension," sends it to the Pensions Board. Arriving at the Pensions' Office, a sub-allocation staff assigns it, according to its nature, to one or other of the ten Assistant Medical Advisors. If, for instance, it is a complaint it goes to A, if a nerve condition to B, if a wound to C, etc. A, B, or C may review the file and communicate with the Unit Medical Director, either for the purpose of obtaining further information, or to indicate headquarters' decision. This decision is made, in all but a very small percentage of cases, by the Assistant Medical Advisor himself, without reference to the Pensions Board. The assistant Medical Advisors write and sign letters in their own names "for Secretary Board of Pensions Commissioners."

If the applicant writes to the Unit Office of the D.S.C.R. instead of appearing in person, he is instructed to report to the Unit Medical Director at the nearest D.S.C.R. office or, if distance makes this difficult, to a designated physician living near the applicant's home. This physician examines the applicant, and if his report to the Unit D.S.C.R. Office warrants it, the documents are obtained from Ottawa and the man is brought in for examination by the Pensions Medical Examiner, and the report is forwarded and dealt with as above.

PART TWO

COMPLAINTS RE SECTION 11 OF THE PENSION ACT

Questions for Consideration

The claim made by the G.W.V.A. in particularizing the statements in the telegram, is:—

> That in 1920 and 1921 amendments to Section 11 have been made applicable to ex-service men of the C.E.F. contrary to the intention of Parliament in accepting these amendments and the assurances publicly given by the Commissioners, thus withholding pension from a large class of dependents.

The Pension Act of 1919 is the first legislation which was passed respecting pensions payable on account of the Great War. Previously to 1919 war pensions were being paid under the authority of Orders in Council. The 1919 Act was an attempt to co-ordinate these various Orders in Council and put them into the form of a statute adopting the general principles which were then being applied.

Section 11 is the central section of the 1919 Act. It contains the authority for paying pensions and specifies the cases which are pensionable.

The questions raised as to section 11 are: (1) What rights did Parliament intend to give discharged C.E.F. men and their dependents under section 11 of the 1919 Act, and the important inquiry here is whether there was to be any change in these rights after the declaration of peace. (2) Were these rights adversely affected by the 1920 and 1921 amendments, or by the Pensions Board interpretation of them, and if so to what extent, and as to what classes? (3) Was it represented by the Pensions Board that these rights would not be affected adversely by the 1920 and 1921 amendments?

General Principles as to Pensions and Disabilities

Before dealing with these questions it is well to have in mind the general principles on which Canadian pensions are granted, and also what is understood by disabilities.

THE TWO PRINCIPLES IN CANADIAN PENSIONS

There were two distinct principles on either of which pensions were granted under the 1919 Act:

(1) The so-called "Insurance Principle." On this basis, ex-members of the forces were pensioned not only for any disability "attributable to Military Service," but as well for any disability "incurred on" service. Canada insured her soldiers for all disabilities incurred by them during their service period, whether or not service in any way actually caused the disability. For example, under the Insurance Principle, a man was pensioned if he were disabled either as the result of enemy shrapnel or on account of getting a splinter in his finger while whittling for amusement, provided it happened while he was on service; and in case of disease, he was equally entitled to pension if disabled as the result of trench feet, or from any ordinary peace-time disease, contracted during his period of service, although service itself may have had nothing to do with it.

(2) The other principle was the "due to service principle," and on this basis pension was only payable where the disability was attributable to, that is, caused by or resulting from military service itself.

The complaint is that discharged C.E.F. men and their dependents were pensioned on the Insurance Principle and that the Pensions Board represented before the 1920 Parliamentary Committee that the 1920 amendments, which brought in the "due to service principle," would apply to the permanent force and others serving during peace time, but that notwithstanding this the "due to service principle" was applied to discharged C.E.F. men and their dependents.

The cases therefore which are alleged to have been adversely affected are only those in which pension is claimed for disability or death arising out of something incurred during service, but not caused by military service.

MEANING OF DISABILITIES

The Act of 1919 defined "disability" as meaning "a wound, injury or disease," but this hardly expressed the correct idea of the term as applied in pension practice in Canada. A wound, or injury or disease might be wholly healed or cured, and therefore cause no disablement. The condition, if any, which was pensionable was the loss of ability resulting from the wound, injury or disease. The Pensions Board never acted on the literal interpretation of the definition in the 1919 Act, but granted pensions not for the wound or disease itself but for the disablement which the wound or disease had caused. In 1920 the definition was changed to conform with this idea, and "disability" was defined to mean:

> The loss or lessening of the power to will and to do any normal, mental or physical act.

In order to be pensionable, therefore, a man had to have not simply a wound, injury or disease—but a condition of disablement.

Connecting disabilities with the service period.—The further question, always, was whether the disability was connected with the period of service, and the determination of this question has been, and is, one of the most difficult and vexing problems that has faced the Pensions Board.

Disabilities apparent at discharge.—If the disabling condition was apparent at the time of discharge, it was obvious that it must have developed during service (except in a case where the trouble was present on enlistment).

Disabilities not apparent at discharge.—If, however, a man were discharged A1 and later a disability manifested itself, it had to be determined whether it was a new ailment or whether it was really a development of a slight disabling condition which had existed at the time of discharge, but had not been noticed.

Disabilities appearing after discharge which could be shown to have been continuous.—If the latter were the case, then the "disability" was pensionable on the ground that, although the discharge documents showed him to be A1, the soldier really "suffered" or had the disability when he was discharged. It follows therefore that the acid test, in cases of disabilities which appeared after discharge, has always been "has the disability now showing itself been continuously present in some degree, even though slight, back to the time of discharge." If so, it was, for pension purposes and in fact, "incurred during" service.

Disability appearing after discharge which could not be shown to have been continuous (Missing Link Cases).—There is a class of discharged men which will be referred to frequently in connection with section 11, and who, it is claimed, were adversely affected by the amendments of 1920. This class is

illustrated by the man who becomes disabled during service, is apparently cured at the time of discharge, but in whom subsequently the trouble flares up. These would appear to be really cases where the disability in some slight degree at least was continuous, because the cause of the "flare up" was always present—but the Pensions Board says that, after the 1920 amendments, even although the present disability was caused by something which originated on service, unless it is shown that there was an actual disability at the time of discharge, there is a missing link in the chain of continuous disability, and pension is refused. It says it is not enough to show simply that something was present at discharge which caused the subsequent disability, unless that "something" was an actual disability itself.

Prohibitory disabilities.—There are also cases where the soldier could, at the moment of discharge, exert himself physically or mentally as much as he ever could, but where, although the exertion was quite possible, it was distinctly inadvisable on account of possible future injurious effects because of some latent trouble which originated during the period of service. This condition was recognized as a disability and was referred to in the evidence as a prohibitory disability.

Summary re Disability.—(*a*) A disability is not simply a wound, injury or disease in itself, but a disabling condition resulting therefrom.

(*b*) A disability is "incurred" or "suffered," or "occurs" whenever the lessening of the normal ability of the man actually first exists, in no matter how slight a degree, and subsequent developments may be the best evidence of the existence of an earlier undiscovered—but actual—disability.

(*c*) Therefore a disability now appearing or complained of for the first time may be shown to have been " incurred " or " suffered " or to have "occurred" long previously by showing that it is only the development of a disability which has been continuously present.

(*d*) According to the Pensions Board practice, the important question in the Insurance Principle cases, after the 1920 amendments, was whether there was a " disability " at the time of discharge.

(*e*) The missing link cases show that an injury on service and a flare-up of that injury after discharge is not enough—the applicant must show that a disability in the sense of a disabiling condition existed at discharge.

Consideration of Questions

Taking up the questions for consideration stated above:—

(1) *What rights did Parliament intend to give discharged C.E.F. men and their dependents under Section 11 of the 1919 Act, and was there to be any change in these rights after the Declaration of Peace.*

To answer this question it is necessary to consider the first paragraph of Section 11, and also the second proviso to the Section. On another aspect of the matter it will be necessary to see what was said in Parliament when the Act was being passed, and what was the understanding of those interested as to the meaning of the Section.

Section 11 of the original 1919 Act was as follows:—

> 11. (First Clause).—(1) The Comission shall award pensions to or in respect of members of the forces who have suffered *disability*, in accordance with the rates set out in Schedule A of this Act, and in respect of members of the forces who have died, in accordance with the rates set

out in Schedule B of this Act, *when the disability or death in respect of which the application for pension is made was attributable to or was incurred or aggravated during Military Service.*

(First Proviso).—(Proviso that members of the forces on occupational leave not pensionable unless disability or death attributable to military service.)

(Second Proviso).—Provided, further, that when a member of the forces has suffered disability or death after the Declaration of Peace, no pension shall be paid unless such disability was incurred or aggravated, or such death occurred, as the direct result of military service.

PENSIONS BOARD'S INTERPRETATION OF SECTION 11

According to the evidence, the Pensions Board considered that, up to the date of the Declaration of Peace, the first paragraph of Section 11 included the following classes which were pensionable for disabilities or deaths:—

Disabilities.—(1) Those who suffered a disability which was "attributable to service." (Due to service principle).

NOTE.—There is no complaint as to the interpretation of the Section respecting this class. If the discharged man can show that the disability was caused by service, no matter when the disability occurs, he is pensionable.

(2) Those who suffered a disability which was "incurred or aggravated during" service (Insurance Principle).

There are two classes of these, viz:—

(*a*) Disabilities apparent at the time of discharge.
(*b*) Disabilities showing themselves after discharge.

The latter are the difficult cases. They should, in view of the ruling of the Pensions Board, be divided into two sub-classes:—

(*i*) *Continuous disability cases i.e.* those who can show that the disability which has appeared after discharge was really "incurred during" service, by evidence that the disabling condition has been continuously present, although perhaps in a very small degree, back to the time of discharge.

This class was pensionable because the disability was really "incurred during" service.

(ii) *Non-continuous disability or "missing link cases,"* i.e., those who had a disability appearing after discharge due to something which happened on, but was not caused by service, but who could not show that there was an actual disability at discharge. In other words, a flare-up or recurrence of a war time disability with no disability in the meantime.

The Pensions Board considered that these "missing link" cases would be pensionable under the first paragraph of Section 11 of the 1919 Act, but as will be seen hereafter, it contends that the 1920 amendments cut these off. (See Pensions Board Statement filed on the investigation Ex. H.D.D. "A").

NOTE.—The use of the word "incurred" in the Statute leaves some doubt as to whether the Statute really required that the disability had to be continuous to be pensionable. If a disability flared up or developed after discharge, and if it could be shown that it was caused by something which happened on service, then it would seem that the disability was "incurred" during service. In other words, the time when a disability is "incurred" is not when the actual disabling condition develops, but when the event happens from which the soldier "becomes liable" to develop a disability. It must have been on this interpretation of the word "incurred" that the 'missing link cases" were pensionable up to the time of the 1920 amendments, because the very essence of these cases was that

there was no disability at the time of discharge. On the other hand it is quite possible that on a strict construction of the Statute the fact that there was no disability on discharge would preclude pension in these cases, but the Commisssion has assumed that pension would be granted because of the statement by the Pensions Board (Ex H.D.D."A") that if such a disability appeared before September 1st, 1920, it would be pensionable.

As will be seen, almost a hair line divided the "continuous disability cases" from the "missing link cases." All that is needed to transfer a "missing link case" into the "continuous disability" class is the finding by the Pensions Board on the opinion of its medical adviser, or on some other satisfactory evidence, that some disabling condition existed at the time of discharge, no matter how slight or dormant or latent that condition may have been. This supplies the "missing link" in the chain of continuity.

Deaths.— Pensions were awarded to dependents when the death was "attributable to" or was "incurred" or "aggravated" during military service.

The Pensions Board interpreted this as meaning that a widow other dependent was entitled to a pension if;—

(*a*) the death was "attributable to" service, i.e. where military service itself caused or contributed to the death (Due to service principle) or

(*b*) the death resulted from something which was "incurred" or "aggravated" during service, i.e. something which, although unconnected entirely with military duty, happened during the service period (Insurance Principle).

This latter class is the other class of cases claimed to have been prejudiced by the amendments of 1920. The cases in this class will be referred to as "dependents claims for deaths from disabilities incurred during service."

DIVERGENT VIEWS AS TO THE MEANING OF SECTION 11

The foregoing sets out what in practice the Pensions Board considered to be the rights of discharged men and their dependents under the first paragraph of Section 11, but it now contends that, as to the "missing link cases" and the "dependents cases," the "Insurance Principle" was only to apply up to the date of the Declaration of Peace, and that as to deaths or disabilities occurring after that date, the "due to service" principle was to apply. It claims that this was the effect of the second proviso to Section 11 which quoted above. This proviso will be dealt with more fully hereafter.

On the other hand, the G.W.V.A. asserts that the rights above enumerated were granted by Parliament to discharged C.E.F. men and their dependents without any idea of withdrawing them later, and that the second proviso with its "due to service" principle only applied to those who were serving at the date of the Declaration of Peace, that is, those who elected to remain in the service under peace conditions.

The decision as to which of these contentions is correct is important because the claim of the G.W.V.A. is that the 1920 amendments changed the law by cutting off these two classes from the " Insurance Principle " after September 1, 1920; but if, as asserted by the Pensions Board, the 1919 Act had already cut them off after the Declaration of Peace, then the only change would be that the 1920 Act fixed a definite date for shutting out these classes, while the 1919 Act left the date to depend on the Declaration of Peace.

The G.W.V.A. says that the correctness of its contention that the second proviso to section 11 did not and was not intended to affect discharged C.E.F. men and their dependents is shown by:—

(1) The Statute itself;
(2) The discussion in Parliament;
(3) The lack of apparent reason for discriminating against a soldier or his dependents simply because disability or death occurred after a certain date, where the disability or death had exactly the same relation to war service, and originated under exactly the same risks as a disability or death which had occurred before that date.

The second question for report is whether the rights of discharged C.E.F. men and their dependents under section 11 of the 1919 Act were adversely affected by the 1920 amendments, and it is obvious that before this can be determined it is necessary to decide these conflicting contentions as to what the rights under section 11 of the 1919 Act really were.

Taking up the points of the G.W.V.A. in order:—

1. What is the meaning of the 1919 Statute itself? Did the second proviso to section 11 by its terms include discharged C.E.F. men and their dependents?

The section and the proviso are here repeated:—

> (First Clause).—11. (1) The Commission shall award pensions to or in respect of *members of the forces* who have suffered disability, in accordance with the rates set out in Schedule A of this Act, and in respect of members of the forces who have died, in accordance with the rates set out in Schedule B of this Act, when the disability or death in respect of which the application for pension is made was attributable to or *was incurred or aggravated during* military service.
>
> (First Proviso).—(Proviso applying the "due to service" principle to soldiers on occupational leave.)
>
> (Second Proviso).—Provided further that when a *member of the forces* has suffered disability or death after the *Declaration of Peace*, no pension shall be paid unless such disability was incurred or aggravated or such death occurred as the *direct result of military service*.

The words "members of the forces" in this section refer in their plain English sense to men on service and not to discharged men, but the interpretation section (2 (i)) defines "members of the forces," and it appears that at least two distinct classes are designated under the same phrase.

Section 2 (i) of the original 1919 Act is as follows:—

> 2 (2), "members of the forces" means any person who was enlisted, enrolled or drafted during the war;
>
> (i) for service in the military forces of Canada on active service;
>
> (ii) for service on the high seas in the naval forces of Canada;
>
> (iii) for service in the air forces of Canada;; Provided however that after the *Declaration of Peace* the words "*member of the forces*" *shall not extend to or include any person who*, notwithstanding that he was so enlisted, enrolled or drafted, *is not at the time serving* by virtue only of the Military Service Act, 1917, or under an attestation or declaration in which he expressed his readiness to serve overseas or on the high seas.

To paraphrase (leaving out the classes unnecessary for this discussion):—

"Member of the forces" means:

(1) Everybody who was enlisted, enrolled or drafted during the war in the military, naval or air forces of Canada (the words "who was" would include discharged men);

(2) Provided that after the Declaration of Peace only those who were *at the time serving* under the Military Service Act or under an overseas attestation are included in the term "member of the forces." (This excludes members of the Permanent Force.)

It seems clear, and was admitted by counsel for the Pension Board on the investigation, that when read literally the second proviso to section 11 did not include previously discharged C.E.F. men, because they were not "serving" at the time of the Declaration of Peace, and were therefore excluded from the term "member of the forces" by the express words of the proviso in the definition quoted above. This was sufficient to support the G.W.V.A.'s contention as to the construction of the Statute. But counsel for the Pensions Board contended that the G.W.V.A. had by this construction proved too much, and that if, after the Declaration of Peace, the phrase "member of the forces" where it appears in the second proviso to section 11 did not include previously discharged C.E.F. men, then after the Declaration of Peace they would also be excluded from the pensions granted by the first clause of the section. It was claimed that the Pensions Board had not adopted this construction which would have the totally unanticipated effect of cutting off discharged C.E.F. men from any Pension after the Declaration of Peace, and that having given these men the benefit of the first clause of section 11, which is the clause authorizing pensions, they should also be included in the restrictive terms of the second proviso.

The answer of the G.W.V.A. to this contention was that if, in order to carry out the unquestioned intention to benefit discharged C.E.F. men, after as well as before the Declaration of Peace, it did become necessary to extend the definition of "member of the forces," it was only permissible to do that so far as was necessary to supply the omission, and that there is no principle of interpretation which justified carrying the construction further and subjecting these men and their dependents to restrictions which by their very term only applied to men who were still serving.

In the opinion of the Commission this contention on behalf of the Pensions Board, and the answer of the G.W.V.A., need not enter into consideration. There is no evidence that any conscious difficulty was experienced by the Pensions Board in finding authority for granting pensions to discharged C.E.F. men and their dependents after January 10, 1920, which was the then supposed date of the Declaration of Peace. Although the evidence is conflicting, (see Record p. 405, 414, 994 and 1143), yet the Commission concludes that in the administration of the Act as a general rule no notice was taken either of the supposed passing of the date of the Declaration of Peace or of the terms of the second proviso to section 11: the reason being apparently that the 1920 amendment was contemplated and this would fix a definite date for whatever change was to take place at the date of the Declaration of Peace. There was one case put in evidence (see Record p. 328), where death occurred after January 10, 1920, and prior to the passing of the 1920 amendments, and in which pension was refused because the death was not the "Direct result of Military Service," and the second proviso to section 11 was quoted, but the Commission considers that this case was the exception rather than the rule; as a matter of fact pension was eventually conceded in this case on other grounds.

As has already been said, it is admittedly clear that the second proviso, when read with the second part of the definition of "member of the forces," did not include discharged C.E.F. men and, therefore, these men were not, by the terms of the 1919 Act, made subject to the "due to service" principle when the Declaration of Peace came.

In the opinion of the Commission this interpretation is not affected by the consideration that it may be difficult to find within the four corners of the

Statute authority to pay pensions to previously discharged C.E.F. men after the Declaration of Peace. The intention that men discharged previous to the Declaration of Peace should be paid pensions after as well as before that date is unanswerably shown by the fact that such pensions have been granted under the Act for three years, and without question. The 1919 Act is the only Act which authorized the granting of pensions on the "Insurance Principle," and pensions on that principle have been granted constantly since the Declaration of Peace to continuous disability cases. When to this ex post facto evidence of intention is added the consideration that the necessary object of pension legislation was to grant pensions to ex-service men and their dependents, it becomes unthinkable that Parliament ever intended to say that a discharged C.E.F. man and his dependents would lose all their right to pension, even for disability or death resulting from service wounds, simply because the disability did not appear, or the death did not occur, until after the Declaration of Peace; and yet this would be the admitted effect if the same definition of "member of the forces," which is applicable to the second proviso, were used in the first clause of section 11.

The Commission considers that it is possible to read the Statute itself so as to carry out this intention, and that the common-sense construction must be that the first definition of "member of the forces" (which includes all who had enlisted whether actually serving or not) is the definition applicable to "member of the forces" in the first clause of section 11, and that this clause created for these men at the time of their discharge, as well as for their dependents, a vested right to pension for disability or death from anything originating on service—no matter when the application was made, and that the "after the Declaration of Peace," "member of the forces," as defined by the second half of the definition (i.e. those *still serving* at the Declaration of Peace), was the only class shut out by the second proviso from the "Insurance Principle," after the Declaration of Peace. In other words, it is suggested that the second definition of "member of the forces," should be construed as if it read as follows, the words in brackets being inserted by the Commission:—

> Provided, however, that (in the proviso to Section 11 respecting disability or death suffered) after the declaration of peace, the words "member of the forces" shall not extend to or include any person not at the time serving, etc.

The result of this interpretation is that C.E.F. men discharged before the Declaration of Peace, and their dependents, have preserved for them their rights under the "Insurance Principle" acquired under the first paragraph of Section 11, while a limited class, namely those who continue to serve after peace is declared, are pensioned on the "due to service" principle for disabilities or death suffered on peace time duty.

Therefore, on the first point made by the G.W.V.A. as to the meaning of Section 11, the Commission concludes that the terms of the proviso to Section 11 of the 1919 Pension Act did not deprive discharged C.E.F. men and their dependents of the benefits of the "Insurance Principle," but only affected men still serving after the Declaration of Peace, under peace conditions, and that this conclusion can be arrived at without adopting the suggested startling interpretation that, if the proviso does not apply to discharged C.E.F. men and their dependents, they lose the benefit of the whole Statute.

2. The next point made by the G.W.V.A. is that the above is the only construction consistent with the explanation made in Parliament at the time the second proviso to Section 11 was inserted. The Commission has not over-

looked the elementary rule which requires that the intent of the legislature be ascertained primarily from the Statute itself, but this investigation involves not simply the strict legal construction of the enactment but also the general statements made as to the affect of this Pension legislation, and it is considered that the public declaration of those who took part in its enactment, and the way in which it was apparently understood by them and by the representatives of those affected by it, is material in considering the principle on which the Act should be administered and in order to throw light on the subsequent legislation and on the circumstances under which the matters now under investigations arose.

The Bill was in charge of Hon. Mr. Rowell, and the following extract from Hansard 1919, at page 4179 (Record p. 116) shows very clearly that the man from whom the "Insurance Principle" was going to be withdrawn was not the discharged C.E.F. man, but the man who elected to remain in the service after the Declaration of Peace:

> Mr. ROWELL: I move to amend Section 11 by adding at the end of the first sub-section the following, "Provided further that when a "member of the forces" has suffered disability or death after the Declaration of Peace, no pension shall be paid unless such disability was incurred or aggravated, or such death occurred as the direct result of military service.
>
> I am transferring to this section an important part of the clause we struck out of (*g*) in Section 2.
>
> Mr. LEMIEUX: What is the explanation?
>
> Mr. ROWELL: Under the law as it now stands our pension system is really an insurance, that is, if a man dies from any cause during service his dependents are entitled to a pension. The view of the Committee was that after peace is proclaimed, *if men are kept in the service for the purpose of clearing up fag ends, etc., during peace, the insurance element should be eliminated.*
>
> Mr. LEMIEUX: On the other side too?
>
> Mr. ROWELL: *Either overseas or here. After peace is proclaimed the insurance element will be eliminated.* The man will become entitled to pension if his disability was the direct result of service.
>
> Mr. LEMIEUX: Suppose the soldier *is kept in France with a regiment to collect the debris of the war* and in connection with that work he received a serious wound. In that case I suppose he will be considered as having been wounded in the performance of war service.
>
> Mr. ROWELL: Yes, he would get a pension.
>
> Mr. LEMIEUX: What the Minister means is that if while *engaged in the discharge of his duties* he dies a natural death from illness contracted outside of military function, the provision he mentions applies?
>
> Mr. ROWELL: Yes.
>
> Mr. GRIESBACH: *Surely there will not be many of these cases.* Why introduce that element?
>
> Mr. ROWELL: Our law as it stands is broader than the pension law in any other country, so far as we know. The insurance feature which I have mentioned is not in any other law, so far as I am aware. *In that respect we give the soldier the benefit of insurance during the whole period of the war.*
>
> Mr. GRIESBACH: That is the principle that underlies all pensions.

Mr. ROWELL: No, the principle underlying all pensions is disability due to service. *Under our pension law, if a soldier contracts disease under a purely normal condition, having no relation at all to service, he becomes entitled to pension. It is really an insurance system.*

The underlying idea was that the "Insurance Principle" applied to war-time service only, and that as to men serving under peace-time conditions, the "due to service" principle was to be applied. There certainly is no suggestion that discharged C.E.F. men and their dependents were going to have withdrawn from them rights arising from war-time disabilities.

At least some of the confusion as to the interpretation of the Act arose from the very involved definition of "member of the forces" in section 2 (i) above quoted, and the difficulties of draughtsmanship were very candidly and frankly described to the Commission by Mr. Kenneth Archibald, the legal advisor of the Pensions Board at the time of the Act of 1919 was being drafted and considered (Record p. 1170). (The proviso referred to is the proviso to the definition of "member of the forces"):—

Q. There is no question in your mind, speaking as a lawyer, that that proviso as it stood when it was enacted cut out men who had been discharged did it not?—A. I think that you could make a very good case if you want to argue that, but you must take the whole intention of the law, and it is quite clear that the whole intention of this Act was to continue to look after men who had fought in the war, whether they were discharged or undischarged, and I think from that point of view the word "is" must be read to mean "is or has been."

Q. What is the word "only" put in there for? I never understood it.—A. I never understood the word "only" either. That was one of the words that I asked about. But the fact is that the proviso was drafted by one man; I never saw him after he had left the Department; he, however, passed it along to the second man; the second man discussed it with me, and I asked him "what does the word 'only' mean"? He said: Oh, I think it is all right. I don't know whether it has got any clear meaning. It doesn't do any harm anyway. Well, that was the idea; let us get this thing . . . . we were nearly finished; and that was one of the last things we were fighting on . . . . "Let us get it finished." And as a fact I could not do anything else than accept this. But I tried to have that whole proviso struck out. When I could not have it struck out then, in a way I didn't care so much what it meant. I was very strong on the principle . . . . I don't know how often I have enunciated it . . . . equal disability equal remuneration. (Mr. Archibald goes on to show his reason for contending that the Permanent Force should have been included as well.)

With the situation described by Mr. Archibald, the Commission considers that it is at least more probable that members of Parliament, as well as returned soldiers' representatives, would take the interpretation of the statute as clearly expressed by Hon. Mr. Rowell and Mr. Lemieux, and as clearly understood by General Griesbach, rather than enter upon an exhaustive study of a statute so involved as to make it difficult for even the legal advisor of the Pensions Board to clearly apprehend its meaning. Judge Margeson (Record p. 1034) says: "It is a hard Act to interpret this 1919 Act; there is no question about that."

The Commission sustains the contention of the G.W.V.A. that the second proviso to section 11 was not understood as applying to previously discharged C.E.F. men or their dependents.

3. The G.W.V.A. further contends that there is no apparent reason why, after the Declaration of Peace, the "Insurance Principle" should have been abrogated, so far as previously discharged C.E.F. men were concerned, for disabilities or deaths connected with service.

As has been said, Canada had, by her Pension Law, virtually issued insurance policies to her soldiers against disabilities or death resulting from what happened on service. There can, it seems, be no reason why these policies should have been cancelled until at least a reasonable time had elapsed within which service disabilities should in all probability have become apparent. The essential factor is a disability arising out of the period of service. The actual time when the disability is plainly manifest, or the death actually occurs, is beyond the soldier's control. A man who is fortunate enough to have the flaring up of his disabling condition, arising out of his period of service, delayed beyond a certain date, should not have his good fortune turned into misfortune by being refused a pension when, if the disabling condition had developed previous to that date, he would have been pensionable. On the other hand it must be recognized that there should be some time when it can be fairly assumed that all disabilities have shown themselves which have any reasonable likelihood of being connected with service, but this time would have no relation whatever to the date of the Declaration of Peace, and the Commission can only assume that the limitation of time fixed in section 13 of the Pensions Act of 1919 was to bar these stale claims.

But it seems even more unlikely that it could have been intended that a wife and children were to be deprived of pension for no other reason than that they had cared so well for the husband and father, that his life was prolonged until after the date of the Declaration of Peace, whereas, if they had neglected him and he had died before that date, they would have received a pension; but this admittedly would be the effect of applying the second proviso of Section 11 to previously discharged C.E.F. men.

As was pointed out, another illustration of the peculiar effect thus produced was that a soldier discharged before the Declaration of Peace might be receiving from time of discharge up to his death a Pension for, say 75 per cent disability, incurred during but not caused by service, this Pension also would include allowances for the wife and children; nevertheless, if the soldier died after the Declaration of Peace, his wife and children would be refused Pension even though the death was caused by the very disability for which the husband and father had been pensioned. There was, however, an exception to this where the soldier had been receiving at the time of his death pension for an 80 per cent or greater disability. In that case his dependents would be pensionable if he died within five years of the date of discharge, or of the date when he commenced to draw pension (See Section 33 (2)).

The reason suggested in the evidence of His Honour Judge Margeson, for the apparent anomaly as to dependents, was that the Returned Soldiers' Insurance Act was in contemplation to take care of these cases (see Record p. 1026); but the Insurance Act was not passed until a year later (1920), and it would hardly be supposed that the country, having given in effect free insurance by virtue of its pension law, was at this comparatively early date, and without clear and very specific notice to those affected, going to withdraw that benefit and substitute a system of insurance for which men must pay.

The Commission considers that there is no evidence to indicate that there was, at the time of the passing of the 1919 Act, any apparent reason why discharged C.E.F. men or their dependents should be deprived of the "Insurance Principle" at the date of the Declaration of Peace, when this particular date was not even known at that time, and it could have no logical relation whatever

to the time within which it would be reasonable to expect the development of a war-time disability, or the occurrence of a death caused by such disability.

In addition to the foregoing considerations as to the effect of the second proviso to Section 11, evidence was given by Judge J. W. Margeson, Col. C. W. Belton and Mr. Kenneth Archibald, as to their understanding of the purpose of this proviso.

Judge Margeson was a member of the Pensions Board from August 2, 1919, to January, 1921.

Col. Belton had had an unusually long experience in pension matters. He had been with the Pensions and Claims Branch of the Department of Militia from August 7, 1915, and was acting Pension Commissioner for three months until the original Pensions Board was appointed about June, 1916. He had been transferred from the Militia Department at the request of the Pension Board, served as sole Medical Adviser of the Pensions Board for about one year, and continued as Child Medical Adviser until the control of the staff passed to the D.S.C.R., in 1921, when he was transferred to Toronto as a Pensions Examiner, which position he now holds.

Mr. Archibald had been the legal adviser to the Pensions Board from November 7, 1916, to January, 1921, and had the burden of endeavouring to co-ordinate the many different views in connection with the drafting of the new 1919 Act. His designation during a portion of the time was Director of the Pensions Board. On September 7, 1920, he was appointed an Acting Commissioner, which position he held until he severed his connection with the Pensions Board in January, 1921.

While the evidence of these gentlemen illustrates the difficulties involved in legislation of this kind, it does not indicate any consensus of idea by the Pensions Board or its staff respecting this proviso. The Commission thinks it is not sufficiently useful to quote in full the evidence of these gentlemen, but contents itself with giving references and simply stating the impressions received from the statements made.

Judge Margeson was very clearly of opinion that it was in mind that the "Insurance Principle" was to be definitely abrogated at the date of the Declaration of Peace, both as to discharged C.E.F. men as well as their dependents, and he refers to the Insurance Act as being in contemplation then as a substitute concession for the benefit of dependents.

The Act was discussed in March, April and May, 1919, and assented to on July 7, 1919, while Judge Margeson was not a member of the Board until August, 1919; further, as has already been referred to, the second proviso to Section 11 of the 1919 Act was never put in force, so that it is to be assumed that Judge Margeson is speaking more particularly of the idea which the Pensions Board had in mind at the time of the amendments of 1920.

Judge Margeson's evidence is found on pages 1020, 1021, 1024 and 1025 of the Record.

Col. Belton, who was Chief Medical Adviser of the Pensions Board at the time (as well as before and after) the Statute of 1919 was passed, is, on the other hand, equally positive that it was never contemplated by the second proviso to Section 11 to affect either the previously discharged C.E.F. man or his dependents, and he says he was astonished when he heard of it. His evidence is to be found on pages 1132, 1133, 1152, 1154, and 1163 of the Record.

Mr. Archibald, the legal adviser and draughtsman of the Pension Act, takes middle ground between the impressions of Judge Margeson and Col. Belton. Mr. Archibald's idea seemed to be to the effect that the second proviso to Section 11 would affect the discharged C.E.F. man himself but was not intended to affect

the rights of dependents. Portions of Mr. Archibald's evidence are quoted below:—

By Col. McKeown: (Record p. 1191)

Q. I did not think you would take away any rights which the C.E.F. man enjoyed previously.

Mr. Archibald replied:

A. No, if the C.E.F. man wanted to *stay in the army after the war was over* he was staying not because of the war but because he had a job and he should not be considered in any different sense than the permanent force.

By the Chairman:

But the man who was discharged, he had rights and nobody was going to take away his rights or the dependents'. You did not think of the Declaration of Peace coming along.

WITNESS: *I never thought of the Declaration of Peace affecting anything that could be definitely related or joined up with the war.*

These statements are to be taken with the further evidence of Mr. Archibald (See Record p. 1234):—

Q. I thought that you said yesterday that the discharged C.E.F. man was never in mind, and it was not intended to take away the right that the C.E.F. man had acquired to be insured for anything on service, and that this second proviso was only applied to men still remaining in the service?

A. Yes, what was thought of at the time *was not the C.E.F. man.* It was not *thought that he would be affected to any extent,* and they were not affected to *any extent,* but if this particular splinter case (a hypothetical case put by the Commission of a soldier getting a splinter in his hand while whittling for amusement—during service—the injury healing up—no disability at discharge—but flaring up after discharge) had been brought up before a Parliamentary Committee, I think I would have suggested that the man should not be pensioned if it came up after the Declaration of Peace. I think every single member of the Parliamentary Committee would agree with me.

Q. Even though it had been incurred during service?

A. That is to say, even though the splinter was incurred during service, but the *disability resulting from that splinter* came out after the Declaration of Peace.

This indicates that Mr. Arichibald was expecting the "missing link cases" to be affected, after the Declaration of Peace, by this proviso.

On the other hand he considered it was never intended to take away the right of the dependents claiming in respect of deaths from disabilities incurred during service (see his evidence, Record p. 1216):—

WITNESS (Mr. Archibald): I see no reason why in principle, if you are going to pension a man because his disability grows greater after the Declaration of Peace, and you refuse to pension his widow when he dies as a result of his disability growing greater, then I think you are applying one principle to one person and another principle to another person.

By the Chairman:

Q. You do not think that is throwing the door open too wide?

A. I do not think it provided this idea of continuity—

Q. —is adhered to?

A. —is stuck to.

and also Record p. 1244 referring to the widow being deprived of pension because the husband died a day too late:

> Q. And you say that that anomaly, so far as you know, was never intended by anybody?
>
> A. No, I do not think that it was ever intended to take away the rights of the woman to prove *definite continuity* between the service disability or the *disability incurred on service*, and the death. *I do not think we intended to take away her rights to do that, although it is taken away by the law.*
>
> (See also Record p. 1242 and 1243.)

Mr. Archibald, in his annotations to the Pensions Act (ex H.D.D. 49), said (in summarizing the effect of Section 11):—

> 4. Those who are disabled after discharge must prove that the disability was due to service.

All this evidence demonstrates that there was a vital difference of opinion, even between those who had to do with the administration of the 1919 Act, as to whether the abrogation of the "Insurance Principle" in the second proviso to Section 11 was to affect discharged C.E.F. men.

Conclusion as to the first question for consideration.—The answer to the first question is that, in the opinion of the Commission, Section 11 in the 1919 Act gave to discharged C.E.F. men and their dependents the right to pensions on the "Insurance Principle," and that the date of the Declaration of Peace was not to affect or change these rights as to those who had previously been discharged or their dependents.

(2). *Were the rights of discharged men and their dependents adversely affected by the 1920 amendments, and if so in what respect and as to what classes?*

In 1920 the Pensions Board had presented to Parliament the amendments quoted below (among others) which were passed. The changes made by these amendments were as follows:

(*a*) The term "member of the forces" was extended to include the Permanent Force. This was accomplished by striking out the old definition and substituting the following:—

> 2. (*i*) "Member of the forces" means any person who *has served* in the naval, military or air forces of Canada *since the commencement of the war.*"

(*b*) The principle on which pensions were to be granted in future was the "due to service" principle. To effect this change the old Section 11 with its provisos was struck out and the following substituted:—

> 11. The Commission shall award pensions to or in respect of members of the forces who have suffered disability, in accordance with the rates set out in Schedule A of this Act, and in respect of members of the forces who have died, in accordance with the rates set out in Schedule B of this Act, when the disability or death in respect of which the application for pension is made was *attributable to* military service.

(*c*) As to disabilities or deaths occurring before the amending Act came into force (Sept. 1, 1920) the old provisions of Section 11 were still to prevail.

This was accomplished by inserting the following as Section 29 of the amending Act:

> 29. All cases affected by this Act shall be reviewed and future payments shall be made at the rates and in accordance with the provisions set forth herein. Provided that *when death or disability has occurred previous to the coming into force of this Act*, the provisions of this Act shall not operate to remove from any applicant for pension *any rights which he had in virtue of the Pension Act.*

Conclusion as to the second question for consideration.—In answer to this question it can be stated that, as will appear hereafter, these amendments, as interpreted eventually by the Pensions Board, did adversely affect the rights which, in the opinion of the Commission, had been granted under Section 11 of the 1919 Act to two classes, viz:

(*a*) The dependents' claims for deaths from disabilities incurred during service (unless the soldier was receiving pension of 80 per cent or more previously to his death):

(*b*) The Missing Link Cases.

(3). *Was it represented by the Pensions Board, before the 1920 Parliamentary Committee, that these rights would not be adversely affected?*

The claim of the G.W.V.A. is:—

That the general change to the "due to service" principle, which was affected by the 1920 amendments, was simply because the permanent force was being brought under the Act and that this reason was given before the 1920 Parliamentary Committee and was coupled with the assurance of the representatives of the Pension Board that C.E.F. men discharged before the declaration of peace, and their dependents, would not be affected by the amendments, but would have their rights under the Section 11 of the 1919 Act preserved.

It is obvious that, where the Pensions Board and the G.W.V.A. held distinctly different conceptions as to what rights were conferred by the 1919 Act, assurances that there would be no change would be meaningless.

Extracts from the proceedings of the Parliamentary Committee were quoted to show what was stated by the representatives of the Board of Pension Commissioners as to the purpose and effect of the amendments, but unfortunately there does not seem to have been any inquiry made before the Committee nor any definite statement elicited which would bring clearly to mind just what was the effect of the law as it existed. There certainly is nothing which suggests that because the declaration of peace was supposed to have passed, discharged C.E.F. men or their dependents were required to prove more than previously in order to be entitled to Pension.

As the whole contention of the G.W.V.A. depends to a very large extent on the understanding as to the 1920 amendments which their representatives received from those who spoke for the Pensions Board, before the 1920 Parliamentary Committee, it is necessary to examine in some detail just what was said.

Representations before 1920 Parliamentary Committee as to Purpose and Effect of Amendments.

Col. John Thompson D.S.O., Chairman of the Pension Board, (Record p. 408) Parliamentary Committee Proceedings 1920, p. 43) said:—

> "Most of the sections that we suggest amendments to refer to definitions of various parts of the statute, and we have recommended

one or two changes where we have thought it was rather working a hardship on the individuals concerned. With one or two exceptions, if these amendments go through there is absolutely no increase of liability on the part of the country to any very serious extent; on the other hand it will do justice to the individual, who, we understand, now needs it. Apart from that none of the recommendations affect the liability of the country one way or the other.

Col. Thompson stated before the Commission that in speaking of the increase or decrease in liability, he was not thinking particularly of Section 11, but had in mind the fact that the amendments did not involve an increase in pension rates (Record p. 409) or other cash outlay. The effect of the various amendments taken separately was gone over in the course of Col. Thompson's examination before the Commission and he was asked:— (Record p. 410 and 411).

Q. There are two things we have in mind, one is that the liability to the country was being substantially increased to include the members of the premanent force. The other is that the liability to the country was being to some extent decreased by a restriction of the test to overseas men. Did you have the idea that the amount of the decrease and the amount of the increase would about balance?—A. With regard to Section 11, I do not think it had any reference to it at all. I was referring entirely to the effect of the other changes.

By Col. Dubuc:

Q. Do you mean each individual change proposed without considering its reference to the others? As the Chairman has just asked you, they were passing those amendments and they wanted to know whether they would increase the country's liabilities so much, and whether other changes were going to decrease the liabilities so much, thus balancing it, so that finally, the country would be in about the same position so far as liabilities are concerned. Do you say that each individual amendment did not matter much, so far as liability went one way or the other? —A. I had reference particularly to *the inclusion of the permanent force*. At that time, I do not know whether it occurred to me whether there would be an increase or a decrease with regard to Section 11.

Col. Thompson in his evidence before the Commission also referred to the memorandum prepared by the Pensions Board, at the time the 1920 amendments were under consideration, and gave the following explanation of what was said before the Parliamentary committee:—

(Record, p. 404.)

That is why I read this memorandum, sir, paragraph 6, with regard to section 11, the last two lines: "Peace has now been declared and therefore the 'due to service' principle may now be applied." I had no particular reference to section 11, what I had reference to especially, in view of the data which the Parliamentary Committee had asked me to secure, was what I might call the immediate financial liability, such as increasing widow's pension from $40 to $48 or from $48 to $60 per month, and the bringing in of the permanent forces, who were formerly getting $264 per annum, and would now get so much more—a very considerable increase in liability.

The quotation first above set out (from Record, p. 408) appears to be the only statement which Col. Thompson, himself, made to the Parliamentary

Committee in reference to the amendments. His duties called him away and Judge Margeson took Col. Thompson's place before the Committee.

Mr. Ahern (the then Secretary of the Pensions Board) gave evidence before the 1920 Committee and was asked by the Chairman of the Committee in reference to the proposed new section 11: (See Record p. 82, 83, 877, 878 and 879). (Report of 1920 Committee, pp. 60 and 61):—

By the Chairman:

Mr. CRONYN, M.P.: That is one to consider in connection with the last amendment as to the definition of a member of the forces. Those of us who were on the Pensions Committee know that our orignal pensions scheme for the C.E.F. was a form of insurance because a man received a pension no matter how his disabilty arose. If it arose on service, or was aggravated during service, he received a pension without any question. As I understand it, and I would ask Mr. Ahern to correct me if I am wrong, *this amendment proposes to limit pensions to such cases as are incurred on service or are attributable to service.*

Mr. AHERN: That is the whole explanation.

By Mr. Arthurs:

Q. That was always the rule, was it not?—A. Any disabilty incurred on service was pensionable. Any man who was injured on service was pensioned, *but now the C.E.F. no longer exists*, and it is thought it would be unwise to keep that in the Act.

Q. Men who were in the C.E.F. might become disabilities in the future.—A. If they become pensioners, *it would be because of injury, disease, or disability incurred on service.* Under the old Act, if a man was on service and was knocked down by a street car, he was probably pensioned.

Q. Would this deprive him of that right?—A. *There is no C.E.F. now.*

Q. *It applies to members of the active militia?*—A. Yes.

Mr. NESBITT: This amendment works in with that other one we were discussing.

The CHAIRMAN: The difference is made clear in the concluding words of the two sections. As it reads now (quoting from Memo. prepared by the Pensions Board in reference to the amendments):

"In future pensions will be paid only when the disability or death in respect of which the application for pension is made was attributable to military service."

They leave out the words "incurred or aggravated during military service." This brings it into line with the general law of other countries. Ours was rather an exception.

By Mr. McGibbon:

Q. Would that not cut out a lot of men?—A. *It would only cut out men of the permanent force and others.* It is not the intention of this Act to pension men except for injuries or disability due to service.

Q. It would not be retroactive then?—A. No, in the case of any man who had been awarded a pension it would not change him at all.

Mr. NESBITT: It has simply changed the words "due to service."

The permanent force "and others" referred to by Mr. Ahern is probably explained on p. 59 of the 1920 Committee Proceedings (quoted hereafter), where the application of the amendments to the active militia and Mounted Police is discussed.

The Chairman of the 1920 Committee, Mr. Hume Cronyn, M.P., here gave an intimation as to the effect of the amendment, which seems to be the only clear-cut statement on the point. It showed definitely his personal idea that discharged men might be affected. No discussion developed, however, and this aspect apparently received no further attention during the proceedings of the Committee. The reference is as follows: (See 1920 Committee Proceedings, p. 61.)

> The CHAIRMAN: I think the question raised by Mr. Arthurs would come in here. If a man, member of the C.E.F., were knocked down by a tram car, we will say in England, and was not sufficiently injured to enable him to apply for a pension up to date, but subsequently his injury developed from that cause, I am inclined to think that under this amendment he would be cut out. That is my personal view.
>
> Mr. ARTHURS: That would be unfair to him.

This was, as it turns out, a very accurate description of the missing link case. If the man was "not sufficiently injured to enable him to apply for a pension up to date," then there was no disability at discharge.

It is quite conceivable that the significance of Mr. Cronyn's statement would be effectually neutralized by the statement of Judge Margeson, at p. 323 of the Committee Proceedings (Record, p. 85), which will be quoted below.

There was also a discussion with regard to the proposed amendment which defined "member of the forces": (See Proceedings of the Committee of 1920, pp. 58 and 59) as follows:—

> *By the Chairman:*
>
> Q. The next amendment is one that the Commission think of great importance. They have boiled down quite a lengthy definition to two or three lines. Perhaps Mr. Ahern will indicate why that change is made?—A. The explanation which you have, I think, defines it, or gives the reason very, very thoroughly. At the meeting last year of the Committee, pensions were made more or less wholly from a *point of view of the war.* Now the war is over and it is advisable that this include a *permanent force, headquarters force, and so on.* Otherwise under the old Act it simply meant *members of the C.E.F.*, and the C.E.F. no longer exists.
>
> *By Mr. McGibbon:*
>
> Q. This is extending it somewhat?—A. Yes. For instance, a man in the permanent force has been disabled on account of service and unless this Act was amended he would receive pension under the old Pensions Board, which I think would be $200 odd, total disability, whereas under this proposed amendment he would receive a pension at exactly the same rates as a member of the C.E.F.
>
> Q. Do I understand that that would bring in all your civil servants who were put into uniform?—A. *No, the permanent force of Canada.*

The implication of the above references obviously was that all necessary provision had already been made for the C.E.F. and that this amendment had to do with the permanent force.

The Chairman of the Parliamentary Committee also referred to the memorandum of the Pensions Board, presented to the Parliamentary Committee, containing the following explanation for the amendment to this definition (Page 59 of 1920 Committee Proceedings):

It is proposed to make the present pension Act applicable to all Canadian soldiers and sailors. It is proposed, however, not to pay pensions unless the disability, or death, was attributable to service."

By Mr. Green:

Q. Have you taken this particular point up with the Militia Department?—A. No, not to my knowledge.

Mr. NESBITT: The Militia Department brought in a Pension Act themselves.

Mr. ROSS: This amendment looks very innocent on the face of it, but I would like to know its ramifications, just how far it extends.

By Mr. Ross:

Q. Can you detail the different services? It applies to the permanent force, does it?—A. The permanent force.

Q. How many are there on the permanent force?—A. I do not know.

Q. Who are next?—A. I presume the mounted police.

Mr. ROSS: That would be 2,000 men.

Mr. REDMAN: It does not touch them.

Mr. AHERN: I am not an authority on that, I cannot tell you.

Mr. POWER: The active militia.

By Mr. McGibbon:

Q. Who suggested this?—A. It was suggested at a meeting of the Commissioners with the Director and myself.

Mr. ROSS: I would suggest that some statement be prepared to show how far this will go; how many men it will affect, what cases it will deal with, and what branches of the service it includes.

The above also shows that it was the permanent force, and others then serving, who were being thought of in connection with the amendment.

The Commission considers that the matter is put beyond all reasonable doubt by the unqualified assurances set out at p. 323 and 324 of the 1920 Parliamentary Proceedings (Record p. 85) where Judge Margeson is speaking for the Pensions Board:—

By Mr. MacNeil:

Q. In the proposed amendment to section 11 you state that the pension awarded to or in respect of members of the forces who have suffered disability or death, each application for a pension must be on account of disability or death attributable to military service. I have received numerous communications in this regard, protesting against the deletion of the clause, "due to aggravation of service."—A. Prior to the late war pensions were paid for disabilities attributable to service. That was amended for soldiers disabled in the present war in order that pensions could be paid for disabilities whilst on service. It is now the intention I understand to return to the previous stand, that is that pensions should be paid for disabilities attributable to service.

Q. The point is raised that this constitutes a distinct breach of contract. The men enlisted on the understanding that if anything happened during the period of service the State would pension them?—A. *This will not affect late members of the Canadian Expeditionary Force injured during the war.*

By the Chairman:

Q. That was brought up before the Chairman of the Pensions Board, and he made the same statement, or Dr. Burgess made it then.

It is our understanding. We want it settled.— A. *It is not the intention to interfere with soldiers of the Canadian Expeditionary Force.*

Mr. MacNeil: It is clearly understood then that there will be no revision of pensions on this account.

By the Chairman:

Q. It is clearly understood, but I think it would be well to see that the Act could not be construed in any other way. Previous to the Great War pensions were paid only to men injured on service. The proposal of the Pensions Board is that we go back to the ordinary method of awarding pensions which prevails in all other countries where awards are only made for disabilities attributable to service, not incurred during service.—A. If that is read with the clause defining, "A member of the forces," I think that will.

Mr. Margeson: If there is any question about that I can assure you that when the final Act comes to be drawn up it will be carefully seen to that there is none in this war will have any rights taken away from him as far as aggravation is concerned.

By Mr. MacNeil:

Q. There will be no breach of contract?—A. *Absolutely none.*

Q. It is not so stated in the Act?—A. *Perhaps the Act is not clear in this respect but there was no doubt about our intentions when we gave it to the solicitor to draw up.*

Mr. Arthurs: That would be made abundantly clear.

The Chairman: *We agree to that and it must be noted.*

Mr. Margeson: *We are anxious to make this change because the permanent forces are brought under this Act. In our permanent Army we do not want the men to get a pension unless it is attributable to service.* If a man is in the permanent force and walks down street and gets hit by a street car, we do not think he should get a pension.

Mr. Arthurs: *What about a case of that kind if it happened in the war?*

Mr. Margeson: He would get a pension.

Q. An injury occuring while a man is on leave of absence is what I mean. If that does not include a man having a few days' furlough in England from the front, it should?—A. No, we do not take that into consideration.

Q. That is not the intention of the Act?—A. No, that is not the intention of the Act. A man has never been turned down for a pension for that.

Mr. Arthurs: That should be definite.

The Chairman: Yes, that section must cover a member of the forces on leave of absence during the late war. But if a member of the forces should while on leave engage in an occupation unconnected with military service, no pension should be paid for disability or death occuring during such leave unless the same was attributable to service.

If it had been intended to indicate that some different rule was to be applied to discharged C.E.F. men or their dependents simply because the declaration of peace had passed (as it was supposed), or if it had been in mind to amend the Act so that it would have that effect, it would certainly have been mentioned in this discussion, and it hardly needs any elaboration to indicate what Mr. MacNeil or anyone else would take from what was said.

In the opinion of the Commission the effect of the language was:—

> The change is being made because the permanent force is being brought in under the Act. Peace has now come and those who are serving will be serving under peace conditions. We do not consider that those serving under peace conditions should be pensioned unless the disability was attributable to service—A.C.E.F. man injured even while on leave would get a pension—(This must refer to a disability appearing in the future because the information was being asked for for the purpose of finding out what the situation would be if the amendments were passed) —It is not the intention to interfere with discharged C.E.F. men and if that is not clear it will be made clear.

It would seem unnecessary to quote further evidence on this point. Other reference are:—

> Major Burgess—Record ps. 93, 262, 263, 268, 269.
> Mr. MacNeil—Record ps. 94, 95, 98, 148, 356, 358, 359, 360, 361.
> Mr. Archibald—Record ps. 1194 to 1199.

There are, in the course of the proceedings quoted from, references to bringing into force or applying the "due to service" principle, but they are almost invariably coupled with some reference to the permanent force or men on duty, and in the opinion of the Commission did not give notice to the representatives of returned men that discharged C.E.F. men or their dependents were going to be affected as to anything which arose from what happened to them on war service.

Conclusion as the third question for consideration.—The Commission finds therefore that assurances were given by the Pensions Board before the 1920 Parliamentary Committee that the Amendments of 1920 would not affect the existing rights of discharged C.E.F. men, but that there was a great deal of confusion and no clear statement as to what these existing rights were supposed to be.

The Saving Clause—Section 29, Amendments 1920:—The section which was to provide the safeguard for C.E.F. men and their dependents was section 29. It is sufficient to say about this section that it failed to do all that had been promised before the Parliamentary Committee.

It was as follows:—

> 29. All cases affected by this Act shall be reviewed and future payments shall be made at the rates and inaccordance with the provisions set forth herein. *Provided that when death or disability has occurred previous to the coming into force of this Act, the provisions of this Act shall not operate to remove from any applicant for pension any rights which he had in virtue of the Pension Act.*

As this section has been construed by the Pensions Board, instead of protecting war service men generally as to disabilities or deaths due to something which had happened during service, it only protected an "applicant" who could accelerate the disability or death sufficiently to have it occur before September 1st, 1920 (the date of the coming into force of the Act.) If the disability or death occurred after that date, the "due to service" principle applied whether the applicant was a discharged C.E.F. man or a member of the permanent force.

It is quite possible that the section was drafted in this form because it had reference primarily to the men who were still serving at the date of the declar-

ation of peace, and who were intended to have been cut off from the "insurance principles" by the second proviso to Section 11 of the 1919 Act, but the trouble arises from the fact that the general term "applicant" caught discharged men and their dependents in the same dragnet with the permanent force and others. As appears now, there should have been a separate provision preserving the rights of C.E.F. men (and their dependents) who were discharged previous to the declaration of peace.

Anyone reading Section 29, without knowing the practice of the Pensions Board, would think that this cut out the "Insurance principle" as to all applications made after September 1st, 1920; but, as already pointed out, a disability which was complained of for the first time after September 1st, 1920, could, by the familiar process of proving continuity, be shown to have really occurred before that date, and therefore would come under the "Insurance Principle" of the 1919 Act; so that Section 29 did save the continuous disability cases.

As to dependents' claims, the Commission is of the opinion that it was not realized that these would be affected, the idea being that deaths occurring after September 1st, 1920, would be treated in the same way as continuous disability by showing that, although death actually happened after September 1st, 1920, it was due to and simply the culmination of a disability which had occurred previously to that date. Or in other words, that "the rights of the woman to prove definite continuity between the service disability or the disability incurred on service and the death" would be recognized. (See Record p. 1244). The evidence shows that the Pensions Board did not contemplate the possible strict construction which would cut off these dependents. Mr. Archibald, the draftsman of the Act, and who himself became an acting Commissioner within a week (Sept. 7th, 1920) after the amendments came into force, was asked (Record p. 1198:

> Q. The second proviso, or sub-section 3, as I understand, did contemplate the cutting out of the dependents of the discharged C.E.F. men from receiving pension in respect of disability incurred during service—in respect of death resulting from a disability incurred during service even though death occurred after the declaration of peace. That is what I understand you to say was the idea; *but you did not have that in mind?* —A. *No, I do not think that was contemplated.*
>
> Q. Did you in 1920, contemplate affecting these dependents?—A. *No, we did not contemplate affecting these dependents in 1920 either.*"

and also (Record p. 1199):

> *By Col. Dubuc:*
>
> Q. When you say "contemplated" do you say that you discussed it with the Pensions Board at the time and they neither contemplated that? —A. I do not know whether I discussed that—on that particular point. The declaration of peace was a thing of the future. We were talking of what we were doing then—this question of the pensioning of these women.
>
> Q. If you had the legal representation of the Pensions Board, you evidently reflected what their opinion was?—A. I think so.
>
> Q. When you say that you did not contemplate that, you mean equally that the Pensions Board of which you were an adviser did not either contemplate that?—A. Yes."

As to the "missing link" cases, there is no evidence that such a case had even been thought of. It must not be forgotten that this was only one year after general demobilization. Continuity would not be hard to prove in the case of a substantial disability, and there is no suggestion that the G.W.V.A.

had the slightest idea that any distinction would be made between continuous and non-continuous cases so long as it was shown that the disability was connected with the period of service.

The Commission is quite convinced that, notwithstanding what appears to be now a complete inconsistency between the representations made before the Parliamentary Committee and the Statute as passed and applied, there was no intention to conceal or deceive in any way. The Section itself was plain and the G.W.V.A. in order to make "assurance doubly sure," submitted questions in writing (Ex HDD 65) which were answered by the Pensions Board, and in these answers Section 29 was specifically referred to, and the inference was certainly made quite plain that as to deaths occurring after September 1, 1920, attributability to service would be required to be shown and no express distinction was made in this respect between discharged C.E.F. men and permanent force men; but there is this to be said, that when these cases were spoken of in the answers, there was generally some reference to the man concerned being on duty or still on service, and where the G.W.V.A. officials had in mind the assurances given before the Parliamentary Committee, and the fact that there were a certain number of men who had been still serving at the time of the Declaration of Peace who would be and were intended to be cut out from the "insurance principle" after September 1, 1920, it might easily not occur to them that there was nothing in these answers which expressly excluded discharged C.E.F. men from the application of the new principle. As a matter of fact, the only questions as to the effect of Section 11 which the G.W.V.A. put were as to pensions already granted, and of course it was replied, and quite properly, that these were not affected. No direct inquiry seems to have been made as to disabilities or deaths, in respect of C.E.F. men, occurring after September 1, 1920.

These questions were put and answered on July 12-14, 1920, after the amendments had been passed, and when there would have been no possibility, at least at that Parliamentary Session, of having any change made; but there is no evidence of the slightest protest or dissatisfaction with the answers which had been given, and it is evident to the Commission that the G.W.V.A. was quite satisfied with its idea of the way in which the Act would be administered in view of the assurances which had been received.

As it now appears, the Pensions Board considered that the date of the declaration of peace had passed on January 10, 1920, and they felt that by not making the amendments effective until September 1, 1920, they were allowing an extra few months to those who were to be cut off from the "insurance principle" after the Declaration of Peace, under the second proviso to Section 11. As was later learned, this was an error. His Majesty, the King, had made a Royal Proclamation under date of July 2, 1919, reciting the conclusion of the Treaty of Versailles and declaring that "upon the exchange of the ratifications hereof" the Treaty was to be observed. Again *The Times* of January 12, 1920, contained a Royal message from His Majesty, the King, to the Lord Mayor of London "on the ratification of the Peace" and referring to "this memorable hour when we are once again at peace with Germany." The official date of the "Termination of the Present War" was, however, declared by Imperial Order in Council of August 10, 1921, to be midnight, August 31, 1921.

It follows that, even if the contention now made on behalf of the Pensions Board were correct (viz., that the second proviso to Section 11 of the 1919 Act included not only men serving at the date of the declaration of peace, but discharged C.E.F. men, and their dependents as well), the Pensions Board unwittingly, by the amendments of 1920, accelerated the cutting off of these cases by one year.

Thus, on September 1, 1920, these amendments came into force, which were capable of an interpretation which would cut off from the "insurance principle" after that date the following:—

(a) The "missing link" cases;
(b) The dependents' claims for death from disabilities incurred during service; and
(c) Even if these classes had been cut out after the Declaration of Peace by the Pension Act of 1919, these amendments shut them out one year sooner than they otherwise would have been.

ACTION TAKEN BY THE PENSIONS BOARD FOLLOWING THE 1920 AMENDMENTS

The process whereby this construction was put into practice in the administration of the Act was a very gradual one.

The amendments were followed by an instruction sent out to the district offices which contained an obvious mis-statement as to disabilities and deaths incurred before September 1, 1920. This instruction did not discuss the question whether or not it was intended to treat deaths, actually occurring after September 1, 1920, as continuous with the disability occurring before that date and therefore pensionable. The words "future cases" might give ground for thinking that it was the cases originating in future which were to have the "due to service" principle applied, but the circular was in general simply confined to the terms used in the statute.

This instruction is contained in an office annotation to the 1920 Amendments (Ex HDD 15) and under the amended Section 11 it states:—

> The change made in Section 11 applies the "due to service" principle in all *future cases* but it is to be noted (See Section 29 of the amending Act) that cases in which the *death or disability occurred previous to September 1, 1920*, must be dealt with from the point of view of "*attributable to service*" or "*due to service*" in accordance with the Pension Act before its amendment. Provisos one and two which were struck out applied the "due to service" principle and therefore are no longer necessary. The previous subsection (2) applied the "insurance" or "during service" principle and therefore was struck out.

The phrases "attributable to service" and "due to service" as applying to death or disability occurring previously to September 1, 1920, are obviously wrong—the test for these cases was really whether they were "incurred during service".

The evidence given before the Commission by the Unit Medical Directors from the various provincial offices shows that they paid practically no attention to the instructions above quoted, and that they treated anything as "attributable to service" which could be traced back to anything which happened during service whether in the course of military duty or not. It remained then for the Pensions Board at Headquarters to apply the amended Act.

The dependents cases began to come up and it was evidently found that on a literal construction of Section 29, pension was not payable in these cases because the death actually occurred after September 1, 1920, although they would have been pensionable if the death had occurred before that date.

Under the circumstances, and in view of what had been said before the Parliamentary Committee, and where this state of affairs had not been contemplated, the Pensions Board would have been, in the opinion of the Commission, quite warranted if they had adopted what would no doubt be a strained,

but nevertheless a possible construction of the Act, and had granted pensions where death could be shown to have been continuous with and caused by a disability incurred on service; or in the alternative the decision might at least have been suspended in these cases, and the matter brought to the attention of the Government and of Parliament at the earliest opportunity. This was not done, but apparently as these cases came up they were dealt with and pension was refused, where the attributability of death to service could not be shown.

There are in evidence before the Commission some cases of this kind and Mr. Paton, the Secretary of the Pensions Board, stated (Record p. 1032) that he could produce many such.

The position taken by the Pensions Board on the investigation was simply that the Statute was there and they had to enforce it as it stood. Col. Thompson was asked if he considered it was the intention of Parliament that a widow should be pensionable if her husband died at two minutes before midnight on August 31, 1920, from cancer which appeared on service, and that a widow whose husband had exactly the same length of service under exactly similar circumstances, and died from the same cause three minutes later should not be pensioned, and his reply was, "I think so." He was evidently taking the strictly legal position that the intention was to be gathered from the words of the Statute itself, because when asked if he had inquired into the intention his reply was (Record, p. 424):—

> No, I have not inquired into it. I just interpret the Act. I do not pay any attention to what any member of the Pensions Committee may have thought about any proposed amendment or about any section or any legislation. I take the statute as I find it. I can show you quite a number of very extraordinary anomalies in the statute.

It is quite possible that there were numerous cases of dependents' claims which were saved by a wide construction of the words "attributable to service," and that it was not always required to be shown that the death was caused by actual military duty, if there was a chance to say that service conditions in the general sense might have contributed to the fatal result. If there was a tendency in this direction it was evidently intended to be checked by the amendment of 1921.

This amendment simply added the words "as such" after the words "attributable to military service" at the end of the new section 11 as passed in 1920. This made it clear that the cause of the disability or death must be actual military duty, and not simply the fact that a man was in uniform at the time.

The section as amended read as follows:

> 11. The Commission shall award pensions to or in respect of members of the forces who have suffered disability, in accordance with the rates set out in Schedule A of this Act, and in respect of members of the forces who have died, in accordance with the rates set out in Schedule B of this Act, when the disability or death in respect of which the application for pension is made, was attributable to military service *as such*.

Before the 1921 Committee, again the clear understanding was expressed that this "due to service" principle was being applied not to discharged C.E.F. men but to men on present military service.

See proceedings of 1921 Committee, page 105, (Record p. 105), where there is a discussion as to the effect of the addition of the words "as such." Colonel Thompson, the Chairman of the Pensions Board, and Dr. Burgess, one of the Pensions Board Assistant Medical Advisors, had explained the amendment and

then and there the acting Chairman of the Committee (Mr. Nesbitt) succinctly summed up the understanding of the effect of the amendment as follows:

> The ACTING CHAIRMAN: This proposed amendment only affects the present military service.

And no suggestion was made by any one that this summing up was not correct.

See also Record p. 106, where Mr. Cronyn, the Chairman of the Committee of the House, Hansard, 1921, p. 4365, explains the meaning of the addition of the words "as such."

> Mr. POWER: I would ask the Chairman of the Committee (Mr. Cronyn) to give some explanation of what is meant by the addition to clause 11 of the words "as such"? What is the meaning of the amendment?
>
> Mr. CRONYN: Section 11 of the original Act was amended at the last session of Parliament so as to read as follows:
>
> > The Commission shall award pensions to or in respect of members of the forces who have suffered disability, in accordance with the rates set out in schedule A of this Act and in respect of members of the forces who have died, in accordance with the rates set out in Schedule B of this Act, when the disability or death in respect of which the application for pension is made, was attributable to military service.
>
> Upon the advice or recommendation of the Pensions Board it is proposed to add to this provision the words "as such."
>
> Mr. POWER: Why military service "as such"? What is the distinction?
>
> Mr. CRONYN: I think my hon. friend will recall the discussions we have had in earlier committees on that point. Our Pension Act as distinct from the Acts of many other countries was virtually an insurance to the members of the Canadian Expeditionary Force. In other words: if those members, from almost any cause other than their wilful misconduct, were injured or killed during their period of service, they or their dependents received a pension. It was thought that since the cessation of the war that basis of pension should only be awarded *in respect of those who are still in the Military or Naval service of Canada*, if the accident arose from military service as such.

The amendment passed and was assented to June 4, 1921.

In the meantime the change of administration had taken place and the pensions staff in the various provinces had been absorbed by the D.S.C.R. with Dr. W. C. Arnold as Director of Medical Services. The instructions based on the 1921 amendments were therefore sent out, not directly by the Pensions Board, but through the D.S.C.R., and circular letter No. 1559 (Ex 19 H.D.D.) was sent out dated June 25, 1921, addressed to Unit Medical Directors and Medical Examiners and signed by Doctor Arnold. This circular assumes that second proviso to Section 11 of the 1919 Act did cut off ex-members of the forces and their dependents from the benefits of the "insurance principle" after the Declaration of Peace. It assumes that the Declaration of Peace was made on January 10, 1920. It takes no note of the contention now made that the amendment of 1920 had postponed until September 1, 1920, the coming into force of the restrictions of the second proviso to Section 11, because it expressly states that the change in the law was effective after January 10, 1920. The first paragraph shows that difficulty had been experienced in interpreting the

Act and this statement was intended to clear the atmosphere. The memorandum is quoted in full, but the marginal notes are inserted by the Commission to indicate what the Commission assumes to have been the authority for the statements in the respective paragraphs. The Commission has also indicated by an X, at the beginning of the paragraphs, those paragraphs which it is contended by the G.W.V.A. should not have been made applicable to men discharged before the Declaration of Peace, if the second proviso to Section 11 of the 1919 Act had been construed according to the intention of Parliament, and if the assurances as to the 1920 amendments not affecting discharged C.E.F. men had been carried out.

C.L. No. 1559

DEPARTMENT OF SOLDIERS' CIVIL RE-ESTABLISHMENT

OTTAWA, June 25/21.

To Unit Medical Directors and Medical Examiners.

Mark your reply
D.M.S.,
File 8-500.

Subject: *Section 11 of the Pension Act*

(Marginal Notes inserted by Commission)

There has apparently in the past been some doubt as to the interpretation of Section 11 of the Pension Act and its amendment. The Board of Pension Commissioners have therefore issued the following statement.

Medical Examiners in making recommendations having to do with pensions will be guided accordingly.

(1919, Sec. 11, 1st Clause)

1. Prior to and including the 10th of January, 1920, dependents were eligible for pension if death of the member of the forces occurred during service (misconduct excepted).

(1919, Sec. 11, 2nd Proviso)

X

2. After January 10, 1920, Declaration of Peace, dependents of ex-members of the forces were not pensionable unless the death was the direct result of military service (except dependents of pensioners in clauses 1-5).

(1921 Amendment to Sec. 11)

X

3. On and after the 1st day of September, 1921, dependents (except dependents of pensioners in classes 1-5) will not be pensionable unless death is attributable to military service, as such, which is practically the same as the law stood after January, 1920.

DISABILITY CLAIMS

(1919, Sec. 11, 1st Clause)

1. Prior to and including the 10th of January, 1920, members of the forces were pensionable if the disability was not caused by misconduct, was attributable to, incurred on or aggravated during service.

SESSIONAL PAPER No. 154

(1919, Sec. 11, 2nd Proviso)

X

2. A disability suffered after January 10, 1920, was not pensionable unless it was direct result of military service.

(1920 Amendment to Sec. 11)

X

3. A disability suffered on or after the 1st of September, 1920, was not pensionable unless the disability was attributable to military service.

(1921 Amendment to Sec. 11)

X

4. A disability suffered on or after the 1st of September, 1921, will be not pensionable unless it is due to military service, as such, which is practically the same as the direct result of military service.

W. C. Arnold,
Director of Medical Service.

A month later, under date of July 20, 1921 (Ex H.D.D. 27 and 30), the Assistant Deputy Minister of the D.S.C.R. issued to the Head of Branches, Ottawa, and to Unit Directors of Administration and Unit Medical Directors, an annotation which had been compiled by the Pensions Board on the amendments to the Pension Act for 1921. The covering letter was as follows:—

C.L. No. 1588.
Ottawa, 20th July, 1921.

To Head of Branches, Ottawa,
Unit Directors of Administration,
Unit Medical Directors.

Mark Your Reply
For attention of Asst.
Deputy Minister.

Subject: *Amendments to Pension Act.*

Attached hereto are certain annotations on pension legislation *compiled by the Pensions Board for Canada* on the amendments to the Pension Act authorized at the recent session of Parliament.

E. H. Scammell,
Assistant Deputy Minister.

P.R. 2887.

The annotation to Section 11 (the " as such " amendment) was as follows:—

Annotation on the amendments to the Pension Act, 1921

Here followed a verbatim quotation of Section 11 as amended with the following comment:—

The change in this section is by the addition of the words "as such" and emphasizes the fact that deaths or disabilities to become pensionable must be directly attributable to military service.

Up to this time apparently the G.W.V.A. had not realized that the "due to service" principle was being enforced against discharged men and their dependents, but about this time the change of policy began to be felt. Mr. C. G. MacNeil, the Dominion Secretary of the G.W.V.A., says in his evidence (Record p. 107):

Mr. MacNeil: It was found that during the latter part of 1921 and the commencement of 1922 the Board inaugurated a policy in respect of claims then being presented, demanding proof that the disability for which pensions were claimed was *attributable to military service as such*. This brought the point under dispute.

There is evidence to show that, even as lately as the present investigation, it was extremely difficult for even those who were administering the Act to keep clearly in mind what the rights of the discharged C.E.F. men were. It will be remembered that the Pensions Board practice was to pension a C.E.F. man, discharged before the Declaration of Peace, if he could show by the process of continuity that his disability was really incurred during service, but the effect of Dr. Burgess' evidence (Record p. 244-5) was that this man had to show that the disability was attributable to service.

Dr. Burgess' evidence was as follows:—

Q. Were you given any instructions of any kind with regard to dealing with C.E.F. cases after the amendment of September 1, 1921. That is to say, were your instructions, and was your understanding that a man applying after September 1st, 1920, had to show that his disability was attributable to military service?—A. Yes, that is my understanding.

Q. Before September 1st, 1920, it was sufficient if he showed that his disability was incurred on service?—A. Yes.

Q. Have you, so far as you are concerned, as one of the medical advisers, taken the view in connection with the C.E.F. men that after September 1st, 1920, they must show, or it must be shown that the disability was attributable to military service?—A. Yes.

Q. As compared with "incurred on military service"?—A. Yes.

Q. I presume that in your letter in reference to Cpl. Holmes, the words are advisedly used when you say that in this case his disability is not attributable to military service?—A. Yes.

Q. *Did you not mean "incurred on military service"?*—A. *No, attributable to.*

Q. *And you considered that a proper test to apply to the Holmes case?*—A. Yes.

Q. *Is that the test you applied all the way through to C.E.F. men?*—A. *I think so.*

Q. Do you know of any understanding, or any alleged understanding that these words "attributable to" were not to apply to C.E.F. men? Did you ever hear of that? Of course you would not be a party to it.—A. I do not quite catch your point. *Do you mean was it my understanding that a C.E.F. man who had a disability incurred on service "attributable to" did not apply to them?*

Q. Yes.—A. I did not understand that.

(See also Dr. Burgess' evidence Record, p. 255, where a similar statement of the practice is given.)

In view of all the evidence that has been given, the above was clearly not the practice nor the law, and notwithstanding this evidence the Commission does not think for a moment that Dr. Burgess himself strictly enforced this interpretation, even though, as will be referred to hereafter, he very frequently gave as the reason for refusing pension to C.E.F. men the fact that it was not shown that the disability was "directly attributable to service" or "directly the result of military service."

Dr. Burgess was the Assistant Medical Adviser who dealt with a great many of the difficult cases, and while much allowance can be made for the con-

fused state of affairs in view of the involved construction of the Act, at the same time it can hardly be wondered at that representatives of returned men found difficulty in understanding the principles on which the Act was being administered, and that, as Mr. MacNeil said, the awards were found not to be consistent.

In October, 1921, the mistake as to the date of the Declaration of Peace was evidently discovered and a minute was issued by the Secretary of the Pensions Board under date of October 22, 1921, (Ex 32 H.D.D.), addressed to the Deputy Minister D.S.C.R. revising the rulings which were contained in Dr. Arnold's circular letter No. 1559 (Ex 19, H.D.D.) and changing the date "January 10, 1920," (which had been previously assumed as the date of the Declaration of Peace) to read "August 31, 1920," the date when the "due to service" principle was brought into force by the 1920 amendments. A portion of this minute is quoted below. The Commission has inserted the marginal notes to indicate what the Commission assumes to have been the authority for the statements in the respective paragraphs. The Commission has also indicated by an X, at the beginning of the paragraph, those paragraphs which the G.W.V.A. contends should not have been made applicable to men discharged before the Declaration of Peace:—

Section 11 of the Pension Act.

By Imperial Order in Council dated August 10, 1921, the date of the "termination of the present war" is declared to be midnight, August 31, 1921. A previous Order in Council giving January 10, 1920, as the "termination of the war with Germany" has been accepted as the Declaration of Peace for the purpose of the Pension Act. This will have to be revised and the 31st August, 1921, substituted therefor.

Circular Letter No. 1559 should, therefore, be amended as follows:—
(Marginal notes inserted by Commission).
(1919 Act, Sec. 11 1920 Amd. S. 29).

DEATH CLAIMS

1. Prior to and including the 31st August, 1920, dependents were eligible for pension if the death of the member of the forces occurred during service.

(1920 Amendment New Sec. 11).

X 2. On and after September 1, 1920, dependents of ex-members of the forces were not pensionable unless the death was attributable to military service (except dependents of pensioners in Classes 1-5).

(1921 Amendment to S. 11)

X 3. On and after 1st of September, 1921, dependents (except dependents of pensioners in Classes 1-5) will not be pensionable unless death is attributable to military service as such.

DISABILITY CLAIMS

(1919 Act, Sec. 11, 1920 Act, Sec. 29).

1. Prior to and including the 31st August, 1920, members of the forces were pensionable if the disability was not caused by misconduct, was attributable to, incurred on or aggravated during service.

(1920 Amd. New Sec. 11).

X 2. A disability suffered on or after the 1st of September, 1920, was not pensionable unless the disability was attributable to military service.

(1921 Amd. to Sec. 11).

X 3. A disability suffered on or after the 1st of September, 1921, will not be pensionable unless it is due to military service as such.

Secretary,
Board of Pension Commissioners for Canada.

The effect of the above was that even if the "due to service" principle was to be applied to discharged C.E.F. men and their dependents, the amendments of 1920 had brought it in a year too soon.

There is no evidence of any steps being taken to bring these cases to the attention of the Government or of Parliament, for remedial action. Some of these cases are in evidence before the Commission, in fact in one case where death occurred before September 1, 1920, and pension had been refused in June, 1920, because it was not the direct result of military service, the matter was directly brought to the attention of the Pensions Board, after the issuance of the corrective Minute of October, 1921, and yet different letters were written to the G.W.V.A. in the early part of 1922 refusing pension, although it was admitted that the cause of the death arose or progressed on service—and it was not until June 15, 1922, and after further efforts of the G.W.V.A., that pension was at last granted to the widow—nine months after the mistake had been discovered, and two years after the death.

Practical Result—Extent to Which Cases Affected

After this necessarily intricate and tedious examination of the legislation, and the instructions issued thereon and the principles on which the Act was administered, the practical consideration is whether any appreciable number of cases have been adversely affected on account of the situation which has been detailed, although it is, of course, important if only one pension had been denied which should have been granted.

(1) *As to "Missing Link" Cases.*—One or two individual cases were actually put in evidence before the Commission which would admittedly have been pensionable under the original Pension Act if the second proviso to Section 11 had not been interpreted as applicable to discharged C.E.F. men, and Col. Thompson frankly admitted that there would be some cases which had been adversely decided because of this interpretation.

(2) *As to dependents' claims* for death from disability incurred during service, there were several of these put in evidence where pension was denied on account of death having occurred after September 1, 1920, but as to which it was admitted pension would have been granted if death had occurred before that date, and Mr. Paton said that (Record p. 1032) he had no doubt that he could produce many cases of this kind.

(3) As to accelerating the date of the Declaration of Peace, there were in evidence some cases where death had occurred between September 1, 1920, and September 1, 1921, and in which it was admitted that even if the second proviso Section 11 had applied, the dependents would have been pensioned if it had not been for the 1920 amendment which in effect brought on the date of the Declaration of Peace a year too soon.

It is to be remembered that the individual cases were cited before the Commission simply as type cases and not as exhaustive in any way of the classes they represented.

It can be safely assumed that there is a substantial number of dependents who already have been refused pension because of the 1920 amendments and new claims will continue to come up as deaths occur.

Cases Adversely Affected by Pensions Board's Statement to Applicants of the Reason for Refusing Pension

So far, the cases discussed have been those directly affected by the statute and the interpretation placed on it, and it has been assumed that the dependents' cases and the "missing link" cases have been the only ones in which the "insurance principle" has been denied. There is grave doubt, however, as to whether these have been the only cases. The general principle is that pension is not refused if the disability, although appearing after discharge, can be shown to be continuous with a disabling condition which was present at discharge; but a very large number of cases have been presented in evidence where discharged C.E.F. men have claimed pension for disabilities appearing after discharge, and the reply of the Pensions Board has been to these claims that it must be shown that the disability was "attributable to service as much" or "solely the result of his service" or "directly attributable to military service," or that "service itself" caused the disability, or some similar phrase has been used implying that "due to service" principle is the only one applicable.

It is admitted that this does not state the only ground on which pension may be claimed. It undoubtedly would be sufficient if it were shown that the disability was "attributable to service as such," but it is equally true that it is quite as sufficient to show that the disability now appearing was "incurred during service," and this can be shown by evidence that there has been a continuous disabling condition, even though slight, from the time of discharge. To tell a man that his disability must be "attributable to service as such" is virtually, in many cases, to cause him to cease any further efforts for a pension. He knows his disability began on service, but that it was caused by service he realizes is impossible to prove. Whereas if he knew that he would have an equally proper ground for pension if he could show a disabling condition "beginning on" (although not caused by) service, and continuing and developing down to the time of application, he would be prepared to produce this evidence.

It was suggested on the hearing that the ground given for refusing the pension was not important, but the Commission cannot agree with this view. An applicant is entitled to know the reason for the refusal of his pension, and it is misleading to tell him that he must show one particular state of facts without mentioning that another would equally establish his right. As must be evident, the application of the Pension Law of Canada is none too easily grasped, and when those who administer it state grounds of pension ability, it is considered they should be stated accurately and at least as fully as is necessary to ensure that the applicant will not be led into abandoning a claim which the facts apparent indicate he might have if he were told just what is necessary to establish his right.

It would be absolutely impossible to conjecture the number of cases which might have been adversely affected by these insufficient statements, and the obvious cure, as far as it now can be effected, is in administration rather than in legislation.

RECAPITULATION AND CONCLUSIONS *Re* SECTION 11

(*a*) The 1919 Pension Act had reference essentially to those who had served in the war, and it included the few who remained in service after peace was declared, to clean up the debris of war. The Permanent Force was not included.

(*b*) The 1919 Act provided that pensions were payable on the "Insurance Principle," that is, for any disability incurred during service, although not "due to service", but it was intended, by the second proviso to Section 11, that when peace was declared, Canada would go back to the "due to service" principle.

(*c*) The G.W.V.A. claims that this change was not to affect discharged C.E.F. men, as to disabilities or deaths connected with their period of service, while the Pensions Board contends that it was to apply to all deaths or disabilities occurring after peace was declared, whether of discharged C.E.F. men or those still serving.

(*d*) The Commission found that, in its opinion, the change was only to apply to those who continued in the service for peace time duty, and was not to affect discharged C.E.F. men as to disabilities or deaths connected with their period of service.

(*e*) Col. Belton, the Chief Medical Adviser of the Pensions Board, considered that the change was not to affect discharged C.E.F. men or their dependents. Judge Margeson, one of the Commissioners, had exactly the opposite idea, and Mr. Archibald, the legal adviser, states his impression to be that the C.E.F. man himself was to be affected, but not his dependents.

(*f*) The representatives of the returned men thought that the change was not to affect discharged C.E.F. men or their dependents.

(*g*) The above was the confused situation when the 1920 amendments were proposed.

(*h*) By the 1920 amendments the Pensions Board proposed to bring in under the Act, for the first time, the Permanent Force.

(*i*) It wanted it understood that the "due to service" principle would apply to these men who were serving under peace time conditions.

(*j*) It therefore proposed to re-write Section 11 of the 1919 Act with its combined "Insurance Principle" and "due to service" principle, and substitute the "due to service" principle entirely.

(*k*) The representatives of the returned men asked, before the 1920 Parliamentary Committee and elsewhere, whether the C.E.F. men or their dependents were effected by these amendments, and were told by representatives of the Pensions Board that they were not. They also undertook that if any further provision were necessary to safeguard the rights of these men and their dependents, it would be put in. The representatives of the G.W.V.A. accepted these assurances and the amendments were passed.

(*l*) The representative of the Pensions Board who gave these assurances was under the impression that discharged men were already cut out by the second proviso to Section 11 of the 1919 Act. This impression was in the opinion of the Commission, erroneous.

(*m*) In view of the Commission's conclusion as to the true construction and intention of the 1919 Act, it can be said now that these assurances were not carried out because the Saving Clause Section 29, construed literally, did not protect the rights which discharged C.E.F. men and their dependents had acquired under Section 11 of the 1919 Act, but only saved disabilities or deaths occurring before September 1, 1920, as to everybody, C.E.F. or otherwise. After that date the new Section 11 came into effect as to discharged C.E.F. men and their dependents, as well as to all others, and this meant that

after that date, if the Statute were interpreted strictly, two classes of cases which formerly had been dealt with on the "Insurance Principle" would be refused pension unless they could show that the death or disability was caused by Military Service.

(*n*) These classes would be:

(1) The dependents of those who died after September 1st, 1920, even though the death was due to something which was incurred on service, and even though the deceased had been receiving pension for the very trouble which caused the death (unless the pension was 80 per cent or more);

(2) The discharged C.E.F. man who had a disability which could be shown to be connected with his period of service, but who could not show that his condition at discharge was serious enough to constitute a disability, *i.e.*, the "missing link cases."

(*o*) Although this strict construction was apparently contemplated by Judge Margeson, who was under the impression that it was already the law under the 1919 Act, the Commission considered it extremely doubtful whether the Pensions Board as a whole, or its staff, expected that the amendments would have to be construed so as to cut off these dependents. The "missing link cases" had neither come up nor been anticipated at that time, so far as the evidence shows.

(*p*) The Pensions Board answered fully and frankly the written questions of the G.W.V.A., as to various phases of the 1920 amendments, but no question was asked directly as to dependents' cases.

(*q*) There was in the answers quite sufficient, in the opinion of the Commission, to warn those interested that deaths after September 1st, 1920, would be treated on a different basis, but the assurances previously given that discharged C.E.F. men would not be affected, and the possibility of treating death as a culmination of a pensionable disability, and therefore pensionable, evidently was regarded as quite sufficient to ensure that there would be no adverse action.

(*r*) The Statute had another adverse effect, which was not foreseen—On account of a bona fide mistake in the official date of the Declaration of Peace, it brought the "due to service" principle into force a year sooner than it would otherwise have been.

(*s*) Instructions were issued to the Provincial Units based on the new section, but the Unit Medical Directors did not regard these instructions as altering the Act, and made no change in recommending pensions.

(*t*) The Pensions Board, however, dealt with the dependents' cases, as they came up, on the new principle, and simply took the Act according to what they considered to be its legal interpretation, without paying any attention to the assurances of those concerned in explaining and passing the Act, and without taking any steps to bring to the attention of the Government or of Parliament the apparent hardship which was being done to dependents. It is probable that up to this time comparatively few cases had arisen where it could be said that the death was not "due to service", and that a liberal allowance was made in construing the word "service", as not only implying military duty, but any condition during service which might have a remote bearing on the disability.

(*u*) In 1921 the Statute was made more stringent by requiring it to be shown that the disability or death was caused by military service "as such" —but again before the Parliamentary Committee the assurance was given in the presence of representatives of the Pensions Board, and without any dissent from them, that the amendment only affected the "present military service".

(*v*) Shortly before this amendment was passed the Pensions Board Staff in the Provinces was absorbed by the D.S.C.R., and Dr. Arnold who as Director

of Medical Services was head of the Medical Staff of the D.S.C.R., was made Chief Medical Adviser to the Pensions Board as well, and thus assumed control of the Pensions Board Medical Staff at Headquarters.

(*w*) On June 25th, 1921, shortly after the "as such" amendment was passed, instructions were issued over Dr. Arnold's signature as Director of Medical Services, reciting that there had apparently in the past been some doubt as to the interpretation of Section 11 of the Pension Act and its amendment, and laying down definitely that the "Insurance Principle" was abrogated as to deaths or disabilities accruing after January 10th, 1920, which was the supposed date of the Declaration of Peace. This instruction made no distinction between discharged C.E.F. men and the Permanent Force, and it put the adoption of the "due to service" principle back about eight months, to January 10th, 1920, instead of September 1st, 1920, and the date fixed in the 1920 amendments. This was a declaration that the second proviso to Section 11 of the 1919 Act was considered applicable to discharged C.E.F. men, although the evidence given before the Commission was to the effect that, except in one instance, this second proviso had never been put in force.

(*x*) It is evident that the new administration was trying to have laid down more definite principles of administration and that the Pensions Board in compiling these was guided solely by the legal construction of the statute and took no account of the discussions which had taken place. These discussions, although they provided an informal and irregular means of ascertaining the intention of the statute, at the same time were not wholly to be disregarded, having in mind the liberal attitude with which it was apparent Parliament had viewed legislation on this subject, and in view of the anomalies which had developed.

(*y*) On July 20, 1921, an annotation was issued, compiled by the Pensions Board, which pointed out that the amendment of 1921 emphasized the fact that deaths or disabilities, to be pensionable, must be directly attributable to service, and which made no distinction between discharged C.E.F. men and others.

(*z*) There is no evidence that the G.W.V.A. knew that the "due to service" principle was being applied to discharged C.E.F. men until the change of policy effected by the interpretation of the amendments began to be realized by them during the latter part of 1921, and the commencement of 1922, from letters which they were receiving in which discharged C.E.F. men and their dependents were required to show that the disability was "attributable to military service as such."

(*aa*) In October, 1921, it was discovered that the official date of the Declaration of Peace was August 31, 1921, instead of January 10, 1920, and a minute was issued by the Pensions Board to the D.S.C.R., revising the minute of June 25, 1921, and changing the date for the abrogating of the "Insurance Principle" from January 10, 1920, to August 31, 1920. The latter date was the date when the 1920 amendments had come into force, but it was a year earlier than the official Declaration of Peace. Obviously, if the 1920 amendments had not been passed, the date fixed in this minute would have been August 31, 1921, instead of August 31, 1920.

(*bb*) The 1920 amendments had fixed September 1, 1920, as the date of the discontinuance of the "Insurance Principle", on the assumption that the Declaration of Peace had taken place on January 10, 1920. Although it was found that the assumption was an error, and that the official date of the Declaration of Peace was August 31, 1921, there is no evidence of any steps being taken to bring to the attention of the Government, or of Parliament, the cases of pension which had been refused but which would have been granted if the 1920 Act had not anticipated the date of the Declaration of Peace by one year.

(*cc*) In the only case in evidence where the "due to service" principle was enforced against dependents after January 10, 1920, and prior to September 1, 1920, the evidence is that the Pensions Board did not, of its own motion, correct the error after the true date of the Declaration of Peace was ascertained, but it was only after a delay of nine months, and after repeated letters by those interested that the pension was granted.

(*dd*) A substantial number of dependents' claims have been refused which would have been granted if the "Insurance Principle" had not been discontinued, and these cases will continue to occur in future as deaths take place.

(*ee*) It is admitted that some "missing link cases" of discharged C.E.F. men have also come up and been refused on account of the discontinuance of the "Insurance Principle," and these cases will continue to occur.

(*ff*) It is morally certain that cases have been prejudiced by the lack of care in fully stating the grounds on which decisions respecting pensions have been based, from which the applicant has assumed that the door is shut if certain conditions are not complied with, when as a matter of law and practice there were other circumstances, which if shown, would constitute an equally sound right to pension.

(*gg*) *In consideration of the foregoing, the Commission* is of the opinion that provision should be made:—

(*a*) for payment of Pensions to dependents of discharged C.E.F. men in case of death occurring since September 1st, 1920, but due to disabilities incurred during service. This class will automatically include dependent cases which have been deprived of Pension because of the error in the date of the Declaration of Peace; and it is not to be overlooked that if death was due to a non-continuous war time disability and if the opinion below as to "missing link cases" is accepted, then the dependents in "missing link cases" should be pensionable as well and provision should be made accordingly.

(*b*) For payment of pension in any genuine "missing link cases" which have been refused (provided they are not barred by Section 13), and that a definite policy be laid down for the future in respect of these cases based on a time limit (in medical opinion) within which it can be reasonably said that all disabilities connected with the service period must have shown themselves. It would appear that Section 13 of the Act which limits the time for application for pension was passed for this purpose.

PART THREE

RE SECTION 25 (3) OF THE PENSION ACT

The claim made by the G.W.V.A. in particularizing the statements made in the telegram is:

> That the regulations based on Section 25 (3) of the Pension Act have been so amended by the Board as to nullify the intention of this Section, and thus cause the cancellation of many awards previously made, and the rejection of legitimate claims now under consideration.

Sections 25 (3) deals with the questions as to how a man's right to pension is affected by the circumstances that he had a disability when he enlisted.

Section 25 (3) as finally amended is as follows:

> No deduction shall be made from the pension of any member of the forces who has served in a theatre of actual war on account of any disability or disabling condition which existed in him previous to the time at which he became a member of the forces; provided that no pension shall be paid for a disability or disabling condition which at such time was wilfully concealed, was obvious, was not of a nature to cause rejection from service, or was a congenital defect.

Take for instance a man who was accepted for service and passed A1. He served in France, or elsewhere was injured by the enemy. On discharge he was found to have a disability. The Board which examined him on discharge was convinced that he had either in whole or in part the same disability on enlistment although he had been passed A1. The very difficult question arose as to what proportion of his discharge disability was incurred or aggravated during service and what proportion existed on enlistment. The claim was made that the man having been accepted as A1, and having been called on to perform, and having performed, the duties and taken the risks of an A1 man and now being discharged disabled, the country was estopped from claiming that, although he was A1 on enlistment for the purpose of service, he was not then A1 for the purpose of pension.

A summary of some of the further reasons advanced in favour of disregarding the pre-enlistment disability is given in Mr. MacNeil's evidence as follows (Record p. 124):—

> 1. Medical examination upon enlistment was faulty.
>
> 2. The regulations governing medical examination upon enlistment and subsequently were relaxed during certain periods because of the crying demand for reinforcements.
>
> 3. No accurate evidence could be obtained with regard to pre-enlistment conditions.
>
> 4. It was not possible to gauge with any accuracy the degree of aggravation or natural progression upon service.
>
> 5. The documentation under service conditions and upon discharge was frequently inadequate.
>
> 6. Endurance of the hardships, fatigue and strain on the field in common justice compelled the general conclusion that subsequent physical incapacity must be recognized as due to service.

The general principle was accepted and during 1918, before the Pension Act was enacted, two successive regulations were made which will be quoted hereafter, and an Order in Council (P.C. 3070) dated December 21st, 1918, was passed in practically the terms of Section 25 (3) above set out, with this difference, that not exception was made where the disabling conditions was "of a nature to cause rejection from service" or "was a congenital defect." Then in 1919, when the provision was incorporated in the Pension Act, an exception was added to provide for the case where the disabling condition was "not of a nature to cause rejection from service" and in 1921 the further exception was inserted to cover the case of a "congenital defect."

Divergent Views as to the Meaning of Section 25 (3)

The G.W.V.A. took this section to mean that a man accepted as A1, who served in France, was pensionable for any disability which he had when he was discharged, regardless of the fact that the whole or part of his disability existed when he enlisted; the only exception to this rule being that if the man had wilfully concealed a disability, when he enlisted, or if a disability was so obvious that it could not be assumed that it had been overlooked, or where a disability had existed from birth, then this section did not apply, and in those exceptional cases the only thing the country would be liable for would be any increase in the disability which had occurred during the period of service. In other words the G.W.V.A. considered it to mean that a man who served in France must have been fit on enlistment.

The Pensions Board placed two limitations on the construction. It says:—

(1) That section 25 (3) does not apply at all unless the soldier is pensionable under section 11 on account of some aggravation or increase of his pre-enlistment disability during service;

(2) That the effect of the section is that as soon as the disability is reduced by a percentage equal to the aggravation or increase during service, the whole pension must be discontinued.

The G.W.V.A.'s claim is:—

(*a*) That the section itself imposes no such limitations;

(*b*) That the interpretation first given the section by the Pensions Board did not make this limitation nor was it not carried out in practice;

(*c*) That regulations subsequently made changed the interpretation and practice.

The dispute as to section 25 (3) probably precipitated the telegram which is the subject of this investigation. A minute passed by the Pensions Board, dated September 29, 1921, (Ex. H.D.D. 18A) containing the ruling above stated, came to the attention of the G.W.V.A. in May, 1922, and aroused the apprehension that the benefits of the statute were being reduced by administrative regulations.

The three contentions of the G.W.V.A. have to be considered separately as to the two rulings complained of:—

1. No Rights Under Section 25 (3) Unless the Soldier is Pensionable Under Section 11

(a) Was this the intention of the section?

The intention is to be determined ordinarily by what it says. The G.W.V.A. questions the interpretation of the Pensions Board as a matter of law. The G.W.V.A. also, as in the case of section 11 (Part Two), refers to the history

of the enactment as showing that it was understood and intended in effect by those who had to do with the passing of this section, that it in itself created a right to pension. As to the legal effect of the section as worded, the Pensions Board obtained an opinion from the Department of Justice on June 15, 1922 (the day on which the telegram under investigation was published). The Pensions Board's letter with the answer of the Department of Justice follows:—

B.P.C. 17-7-1 Vol. 5,
June 15, 1922.

Deputy Minister,
Department of Justice,
Ottawa, Ont., Canada.

Dear Sir,—The Board of Pensions Commissioners has, through the efforts of the Great War Veterans Association been charged with "concealment" and issuing of "secret regulations," with a view to depriving the returned soldiers of their rights. In support of this the G.W.V.A. quotes a memorandum of the Board dated September 29, 1921, a copy of which is attached hereto.

The point submitted for your consideration is the interpretation of section 11 of the Pension Act, chapter 43 of the Statutes of 1919 in conjunction with section 25 (3) chapter 43, 1919, as amended by chapter 62 of the statutes of 1920.

The Board considers section 11 the most important section of the Act because of the fact that it lays down the conditions precedent to an award of pension, further it involves one of the basic principles of pension law.

The Board's interpretation is that entitlement must first be established under section 11 before the benefits of section 25 (3) can apply. In practice this is generously carried out, by way of illustration,—

(*a*) A man accepted as fit gets to France and there develops a disease which medical knowledge knows was present prior to enlistment and which condition had not been aggravated on service, is pensionable for the full amount of his disability on discharge.

(*b*) A man with a pre-existing disability which he gives particulars of on attestation, E.G., blind in one eye—is discharged without further disability, no pension is awarded.

It is submitted by the G.W.V.A. that section 25 (3) was introduced into the Act with the intention that if a soldier reached an actual theatre of war categorized as A1 he would thenceforth, for the purposes of pension be considered as physically fit.

Your opinion is desired on the following points.

1. Is entitlement under section 11 first to be established before section 25 (3) can be applied?

2. When the aggravation by service of a pre-existing disability has ceased, is pension indicated for that portion of the disability which pre-existed enlistment?

3. To what extent, if any, are the following examples entitled to pension:—

(*a*) Enlisted with an ear condition not apparent at the time but which was subsequently discovered on service and progressed normally, reached France, was discharged January, 1920, estimated disability of 15 per cent, none of which was due to service.

(*b*) Enlisted with an ear condition not apparent at the time but which was subsequently discovered on service, reached France and was discharged January, 1920, estimated disability 15 per cent, 10 per cent of which was due to pre-existing disability and 5 per cent to aggravation?

(*c*) Enlisted with an ear condition estimated at 10 per cent disability, served in France, and was discharged without any disturbance of the condition or increase of the disability present on enlistment?

Yours truly,
(Signed) J. PATON,
Secretary.

OTTAWA, 15th June, 1922.

DEAR SIR,—I have considered the questions submitted by your letter of this date, and I would answer as follows:—

Question 1.—Is entitlement under section 11 first to be established before section 25 (3) can be applied?

Answer.—Section 11 prescribes the conditions of eligibility for pension, and there can be no grant except to a member of the forces whose case complies with those conditions. Section 25 (3) has no application except with regard to a member of the forces whose right to pension is otherwise established.

Question 2.—When the aggravation by service of a pre-existing disability has ceased, is pension indicated for that portion of the disability which pre-existed enlistment?

Answer.—I am not aware of any provision, and you do not refer to any, which authorizes payment of pension in respect of a disability, whether by reason of aggravation or otherwise which has ceased.

Question 3.—To what extent, if any, are the following examples entitled to pension:—

(*a*) Enlisted with an ear condition not apparent at the time, but which was subsequently discovered on service and progressed normally, reached France, was discharged January, 1920, with estimated disability of 15 per cent, none of which was due to service?

Answer.—Not entitled.

(*b*) Enlisted with an ear condition not apparent at the time but which was subsequently discovered on service, reached France and was discharged January, 1920, estimated disability 15 per cent, 10 per cent of which was due to pre-existing disability and 5 per cent to aggravation?

Answer.—Entitled to pension on the footing of 15 per cent disability.

(*c*) Enlisted with an ear condition estimated at 10 per cent disability, reached France and was discharged without any disturbance of the condition or increase of the disability present on enlistment?

Answer.—Not entitled.

You will perceive from these answers that in my view the practice of the Board in the cases described in illustration (*a*) may have been more favourable to the applicants than the strict interpretation of the law would justify.

(Sgd.) E. L. NEWCOMBE,
Deputy Minster of Justice.

NOTE.—In quoting the above letter the answers to the various examples under Question 3 have been placed under their respective paragraphs and not as in the original, where they were all placed together.

This opinion can properly be relied on by the Pensions Board as confirmation of its ruling that pensionability under section 11 must be shown before section 25 (3) comes into operation. Example (c) and the answer indicates that the presence of a disability at discharge is not enough to establish pensionability under section 11, if it can be shown that the disability existed to as great an extent on enlistment. It is assumed (although it does not clearly appear) that in answering Example (c) the Department of Justice was not treating the pre-enlistment disability as "obvious."

The G.W.V.A. questions the correctness in law of these conclusions on the ground that they work out a manifest anomaly. They instance two men, A and B, discharged from equal services in France, A has a 25 per cent disability on discharge, and B has a 30 per cent disability on discharge. The Pensions Board is able to show that both men had a 25 per cent disability on enlistment. A gets nothing for his 25 per cent disability and B gets the full 30 per cent for his disability on account of being fortunate enough to have a 5 per cent increase in disability by aggravation during service.

The G.W.V.A. says the anomaly would entirely disappear if the section were construed to give effect to the overshadowing idea that a man who got to France was to be assumed to have been fit on enlistment.

Even if a formal and express ruling by the Pensions Board on a matter of law could be questioned when made in the abstract and not in an actual case, the recognized authority of the Deputy Minister of Justice would lead the Commission to consider that the ruling of the Pensions Board, as to the strict legal construction requiring that entitlement of pension under Section 11 be shown before Section 25 (3) is applied, is to be accepted for the purpose of the investigation.

It must be remembered, however, that the Pensions Board is its own interpreter of the statute. The Pensions Board had already, in an annotation issued in 1919 (Exhibit H.D.D. 49), interpreted the statute to mean that a man who served in France was entitled to pension for his full disability on discharge, regardless of any pre-enlistment disability. In view of this and of the history of the section which will be hereafter referred to, the Pensions Board might have been quite justified in adhering to its original interpretation if reasonable ground for that interpretation could be found in the statute. Some considerations which might justify the first interpretation given the section by the Pensions Board follow. The reason apparently for saying that in order to get the benefit of Sec. 25 (3) a man must be entitled to pension under Sec. 11, is the phrase used in Sec. 25 (3):—"No deduction shall be made from the pension," etc. It may be that too much importance is given to this word "pension" as used in the section. The earlier system had been to deduct, from the total percentage of disability on discharge, the percentage of disability on enlistment. The claim was that this should not be done in the case of a man who reached France because it should be presumed that if he was able to carry on there he must have been fit when he enlisted. It was therefore desired to stop this system of deducting. The words used in Section 25 (3) were "no deduction shall be made from the 'pension,'" but "pension" could only refer to the gross percentage of discharge disability from which it had formerly been the practice to make a deduction. The fact that the pre-enlistment disability is to be deducted from the "pension" necessarily indicates that the "pension" which is spoken of must be an award which includes the pre-enlistment disability. The result therefore seem to be either that under Section 11 a man has a prima facie

pension for whatever disability he had on discharge, or that Section 25 (3), by implication, creates, at one and the same time, a right to pension for the gross amount of the disability on discharge and then prevents any deduction from this gross amount. The fact that the amount to be deducted (i.e., the pre-enlistment disability) happens to be as much or more than the gross disability would seem to be immaterial. The statute prohibits the deduction whatever it may be. The effect is that no account is to be taken of the pre-enlistment disability.

History of Section 25 (3)

Up to some time in 1918 the practice was to take the estimated percentage of a man's disability on discharge and deduct from that the percentage of disability which it was considered he had on enlistment and to pension him for the difference. (See Col. Belton's evidence before the Parliamentary Committee in 1918, vol. LIV Sessional Papers of the House of Commons, Vol. 2 p. 333 and Record p. 127.)

On February 12, 1918, the following ruling was made by the Pensions Board (Record p. 1419):—

> In the opinion of the Board of Pension Commissioners, Canadian Pension Regulations intend benefit of every doubt to be given pension applicants, *especially if dependents are concerned*. Therefore, most disabilities, or death, becoming apparent *during* service are fully pensionable (fraud, gross errors on enlistment, and improper conduct excepted).
>
> Cases of aggravation of conditions pre-existing enlistment (and of disabilities from improper conduct) will be considered individually. If applicant was apparently healthy at (and for some time before) enlistment and during more than three months of service deductions for pre-existence of disability will be insignificant. This instruction to rule pending new legislation by next Parliament.

On April 2, 1918, the following regulation was made (Record page 1419-:

> It was resolved that disability or death, found to have been due to the aggravation of a condition which pre-existed enlistment, is pensionable as if wholly due to service when:
>
> (*a*) the pre-existing condition was neither apparent nor wilfully concealed at enlistment, and did not become apparent for a reasonable time thereafter; or
>
> (*b*) the pre-existing condition, though apparent at enlistment, was considered to be negligible.

Representations were made by the G.W.V.A. to the 1918 Parliamentary Committee (Record, p. 130-131) to the effect that "disability previous to enlistment or aggravation previous to enlistment shall not be considered in granting of a pension."

On May 10, 1918, Mr. Archibald, the legal advisor, wrote on behalf of the Pensions Board to the Hon. Mr. Rowell, the Chairman of the 1918 Parliamentary Committee, quoting the above suggestion of the G.W.V.A. and stating that it had already been considered by the Pension Board and approved with modifications, and quoting the following amendment of the Pension Regulations which had already been submitted by the Pensions Board to the Parliamentary Committee for consideration:—

> *That pensions be payable* whenever a disability becomes apparent more than three months after enlistment or enrolment of a member of the forces, provided that no pension be awarded for that portion of a

disability which existed at the time of enlistment or enrolment and was wilfully concealed, or was apparent or became apparent before the expiration of three months from the date of enlistment or enrolment.

This meant that a pension was payable for any disability which appeared not less than three months after enlistment, whether it had existed on enlistment or not, and no matter where the soldier was serving, the only exception being where the disability was wilfully concealed or was apparent on enlistment or had appeared within three months after enlistment.

Major Todd, one of the members of the Pensions Board at that time (1918), gave evidence before the 1918 Committee (1918 Parliamentary Committee Proceedings p. 279 and Record p. 132). He said, referring to the above suggested amendment:—

> That is what is at the bottom of our recommendation that Mr. Archibald has put before you—that after a man has been in service for three months we should consider *that the man is whole and pension him for everything*. That is one of the most difficult points with which we deal, and our instructions are not sufficient.
>
> Q. That is, should you do away with *deduction for previous disability?*—A. Yes, that is it, put in very brief language. We want a definite instruction on that point. The lack of definite instruction makes our position exceedingly difficult.

On May 20th, 1918 the Special Parliamentary Committee recommended as follows (1918 Parliamentary Committee Report, p. XI):

> That no deduction should be made from the pension of any member who has served in a theatre of actual war, other than the United Kingdom, on account of any disability or disabling condition existing prior to enlistment, provided that the pre-enlistment disability or disabling condition had not been wilfully concealed by the said member, or was not obviously apparent in said member at the time of enlistment.

As will be seen this man was different in two respects from that which had been suggested by the Pension Board:

(*a*) It commenced with the words "no deduction shall be made from the pension" whereas the form of the recommendation had been "that pensions be payable."

(*b*) It limited the benefits of the Section to those who served in the theatre of actual war instead of extending it to everyone who enlisted.

This recommendation was drafted apparently by Mr. Archibald, the legal adviser of the Pensions Board, in collaboration with Mr. Nickle. Mr. Archibald says (Record p. 1191):

> At the time I cannot tell you what the Parliamentary Committee meant by it or what I meant by it except that I said to myself:—a soldier got to the front and he is supposed to be A1. He must be alright unless it is obvious—and some of these little kinks that I put in it. I haven't thought about that subject at all for certainly going on two years; but I remember that I put in my annotations to the Pension Act, precisely that:—*that whatever a man had when he got home was pensionable, unless it was obvious in the earlier stages. I am not so sure that that was not what they all meant.*

It is the insertion of the words "no deduction shall be made from the pension" which has created the difficulty and it is urged that it must be taken as meaning what Major Todd had contemplated when he says, as quoted above, that a man who has been in the service three months should be considered "whole" and pensioned for everything.

A very likely explanation of the use of the word "deduction," appears from the discussions in Committee. It was the deduction of the pre-enlistment "disability" from the discharge "disability" which was apparently in mind. This somehow got transformed into deduction of the pre-enlistment disability from the "pension," and hence arose the alleged necessity for showing that a man was entitled to a "pension"—not simply that he had a discharge disability—before 25 (3) applied.

The idea of deduction of a disability from a disability is shown in the citations below. Col. Belton, speaking of the practice before the principle of section 25 (3) was adopted, said (1918 Parliamentary Committee p. 86, Record p. 125):—

> it is the policy and the procedure to take that to mean that the pensionable part of a man's condition or his aggravated condition, is the degree of aggravation only: that is to say that that particular disability that was present on enlistment is deducted from the whole disability and only that which occurred on service is pensionable."

And again: (Record p. 129) and Mr. Pardee, M.P. (Record p. 132).

And also (Proceedings 1922 Parl. Com. p. 412) where Col. Arthurs, M.P., speaks of his understanding that no pre-existing condition should be "counted against the disability."

On July 2, 1918, the above regulations of February 12, 1918, and April 2, 1918, were superseded by a new regulation (Record page 569) made by resolution of the Pensions Board, the relevant portion of which was as follows,—

> It was resolved that no deduction shall be made from the pension of any member of the forces on account of disability pre-existing enlistment when such member of the forces has served in a theatre of actual war.

Then follows an exhaustive definition of "Theatre of War"; and the regulation concludes as follows:

> It is to be understood that disabilities which were wilfully concealed on enlistment or which were obviously apparent at that time will not be pensionable.
>
> The resolution as above is in accordance with a recommendation of the Parliamentary Committee on Pensions, which was appointed by the House of Commons at its last Session.

Later in the same year Order in Council 3070 was drafted dated December 21, 1918. It was practically to the same effect as the regulation of July 2, 1918. This Order in Council was as follows:

> 7A. *No deduction shall be made from the pension* of any member of the forces who has served in a theatre of actual war other than the United Kingdom on account of any disability or disabling condition existing prior to enlistment provided that the pre-enlistment disability or disabling condition had not been wilfully concealed by the said member of the forces or was not obviously apparent in the said member of the forces at the time of enlistment. The words "theatre of actual war" as

used in this Section and in Section 7B shall mean any country in which Canadian Naval or Military forces are in contact with the enemy on land, or in the case of naval forces, any navigable water.

In 1919 the Order in Council was incorporated practically verbatim in Section 25 (3) of the Pension Act.

Hon. Mr. Rowell, the Chairman of the Parliamentary Committee, on June 29, 1919, explaining in the House of Commons the effect of the existing regulations (P.C. 3070 quoted above) and the effect of sec. 25 (3), made it clear that there were no limitations on the right of a man who got to France to pension for whatever he had on discharge (Hansard p. 4174 and 4176 and Record p. 3416):

> If a man reached France, then he gets a pension regardless of any pre-existing disability. That is the law as it stands in the Pension Regulations.

(Record p. 3417):

> There was this distinction before the Committee. A man is not entitled to a pension with respect to a pre-existing disability. In other words, the State compensates him for a disability sustained or aggravated during service. The State is not under obligation to compensate him for a disability which existed prior to enlistment. But the Committee thought in the Army Medical Corps passed a man through and he actually got to the Front, we should ignore any question of pre-existing disability and grant him a pension.

The section continued in the Act under practically the same form down to the present time.

There is no evidence whatever that the interpretation of the section (requiring pensionability under Section 11 before Section 25 (3) became operative) was in the minds of those who had to do with the enactment, and at least it was apparently not contemplated by the draftsman, the Chairman of the Parliamentary Committee, or the G.W.V.A. representatives. There is no evidence, however, of any undertaking or representation on the part of the Pensions Board at the time the regulations of July 2, 1918, and the Order in Council (P.C. 3070) were put in this form in 1918, or at the time the statute was passed in 1919, that the Act would be administered otherwise than according to its strict legal construction.

(b) Did the interpretation first given to Section 25 (3) by the Pensions Board require pensionability under Section 11 and what was the original practice in this respect:

At the time the 1919 Act was passed, annotations (Ex H.D.D. 49) prepared by Mr. Archibald, legal adviser of the Board, were circulated generally. The annotation under Section 11 was:

> Those who got to France are pensionable for any *disability which exists in them at the time of discharge* unless the disability was obvious or concealed on enlistment.

and the annotation under Section 25 (3) was:—

> For more than two years efforts have been made from various quarters to have pensions awarded in accordance with the disability existing in the man at discharge, *whether the whole* or a proportion of that disability existed in him at the time of enlistment or not. In the earlier years of the war, owing mainly to the need, men were enlisted who while

> fit for service for which they were intended were not absolutely fit from the point of view of occupation in the general labour market. Many were also enlisted who were not even fit for the less arduous of the duties of military life. Many of these unfits were discharged before leaving Canada; many more were discharged in England; only the most fit were taken to France. Again many men who were recognizedly unfit for service in the front line were enlisted in forestry, railway construction and other similar battalions. The Parliamentary Committee of 1918 came to the conclusion that if any man reached a theatre of actual war it must be *definitely presumed that he was absolutely fit upon enlistment unless* it could be proved that there was a pre-enlistment disability which was concealed or was obvious, or was of so minor a nature as not to cause rejection from service.

Nothing could be clearer than this. Mr. Archibald evidently took the construction that any layman would take and treated it as granting pension for disability on discharge if the man went to France and if his disability was not obvious on enlistment and had not been wilfully concealed.

But then the question arises as to whether this interpretation was actually applied in practice up to September, 1921. If a man who reached France was definitely assumed to have been absolutely fit on enlistment (as the annotation said), then a man who reached France was pensionable for whatever disability he had on discharge, and no inquiry would be made as to whether he had in fact had the same disability on enlistment. This would pension the man whose pre-enlistment disability had not been aggravated, but the question is whether it was applied in a case like that. The evidence is very conflicting and difficult to follow.

Mr. Ahern, the former secretary of the Pensions Board, stated (Record p. 888) that his recollection as to the practice of the Board was that pensionability under Section 11 had to be shown.

Most of the Unit Medical Directors had the idea that pensionability under Section 11 was required; one of the Unit Medical Directors had the theory that aggravation or increase of disability on service was presumed in cases of pre-enlistment disability where men had reached France. (Record p. 485, 486 and 488). The evidence of the Unit Medical Directors is found on the following pages of the Record:—

Dr. Lundon, Montreal (Record p. 698).
Dr. Hewitt, Toronto (Record p. 762).
Dr. Ellis, Halifax (Record p. 910).
Dr. McIvor, Winnipeg (Record p. 538).
Dr. Johnson, Calgary (Record p. 600).
Dr. Wickware, Regina (Record p. 931).

Col. Thompson stated before the Parliamentary Committee (1922 Parliamentary Committee proceedings p. 347 Record p. 1290) that the Minute of September 29, 1921, which required pensionability under Section 11 before Section 25 (3) applied, was only a crystallization of the previous practice.

The purport of Judge Margeson's evidence is that, as a proposition of law, he agrees with the construction of Section 25 (3) which requires that there be first pensionability under Section 11 (Record p. 1041) and he intimates that technically entitlement to pension under Section 11 had to be shown before Section 25 (3) applied (Record p. 1036, 1039, 1041); but he adds he could "hardly conceive" of a case where pension would not be paid if a man got to

France and had a disability on discharge (Record p. 1040. 1041). He uses such expressions as:—

> I cannot at present think of any I would ever turn down. (Record p. 1038).
>
> I do not know of any cases bowled out if they got to France. (Record p. 1041).
>
> It would have to be tremendously apparent that service could not possibly have done anything to affect him so as to give him a pensionable right. (Record p. 1037).

He further indicates that, in practice, the Pensions Board assumed that a man who had served in France and had a disability on discharge was pensionable under Section 11 and, therefore, would get the benefits of Section 25 (3). (Record p. 1036):—

> Q. Do I understand you to say that aggravation or pensionability would be assumed?—A. I think that when Parliament put that in, that was practically what they thought. *He would get a pensionable right under Section 11 (a) from the mere fact that he was in France.*
>
> Q. Do you say that was the practice of the Board when you were a member of it?—A. That is right. I do not say that they all got it but I say that that is what we tried to do.

and again (Record p. 1266—quoting from Parliamentary Committee proceedings, p. 328):—

> It is my idea that if a man actually got to France whether he concealed anything or not he should get a pension—if he got to the theatre of war. Of course that is a matter for the Commission.

Dr. Burgess expressed the same idea before the 1920 Parliamentary Committee (Committee proceedings p. 120—Record p. 1263) as follows:—

> The fact that he has done that (i.e. gotten to France) is supposedly proof that such disability as he had before was negligible.

and further down the same page:—

> My personal view is that if a man got to France and served in the front line it is reasonable to assume that such disability as he may have had before was negligible.

But, although this is wide enough to cover all cases, it is not clear that Dr. Burgess had in mind the case of a man who had no actual increase of disability on service, because he uses the words "no deduction" in answers which he had given just before the above (Record p. 1262).

Col. Belton, formerly Chief Medical Advisor, states in effect that the practice was as has been set out in Mr. Archibald's memorandum (Record p. 1098).

Mr. Archibald, the legal adviser of the Pensions Board who was a Commissioner for a time up to January, 1921, never thought about a disability having to be increased on service to be pensionable if the man reached France, and the possibility of a connection between Section 11 and Section 25 (3) never occurred to him till he came to Ottawa to attend as a witness on this investigation (Sept. 5, 1922), when he was shown the opinion of the Department of Justice.

Mr. Archibald says (Record p. 1192):—

> Whatever a man had when he got home was pensionable unless it was obvious in the earlier stages. I am not so sure that this is not what they all meant.

He further says (Record p. 1193):—

> I will admit that when that Section was put in there I never thought about aggravation at all. It never entered my mind.
>
> Q. Or progression?—A. Or progression or any of these fancy things

I have heard talked about.

and (Record p. 1194:—

> Mr. Archibald: As a fact I never heard—I certainly cannot remember knowing anything about the connection between Section 11 and Section 25 (3) until I got to Ottawa the other day, when I was given a letter from the Justice Department. I never connected the two at all. I just took it that they could be applied separately.
>
> Q. You took it the way it is expressed in your annotations?—A. Yes, I did not know how the medical men were doing it. I supposed they were doing what I told them in my annotations.

He says further (Record p. 1223:—

> Witness: I used to say that I could make a section in the Act to cover everything, but—in fact I thought I had; I thought I had done just exactly what everybody wanted; but I see that there are two or three things here that are capable of only one meaning, not even ambiguous, and that meaning is not the meaning I intended the section to have.
>
> *By the Chairman:*
>
> Q. Are you referring to section 25?—A. Take that 25 (3), as I understood 25 (3). The Justice Department does not understand it the same way at all, and when I read over the Justice Department's letter I realize that 25 (3) probably is not well drafted.
>
> Q. Just because of the word "deduction"?—A. Partly because of the word "deduction". I would throw the section out and put in a definition, or put in a clause under 11.

As to the general policy Mr. MacNeil says (Record p. 1276) it was made quite clear that:—

> If a man reached France, unless the disability was wilfully concealed or it was obvious, the exceptions stated, he was considered A1, and no reference was made at any time—of this I am quite positive—no reference was made at any time to the more recent ruling that pensionability must first be established under Section 11. The first hint of any departure from this policy was given us shortly after the amalgamation of the D.S.C.R., that is, during mid-summer, 1921.

Mr. MacNeil says his knowledge of the practice was obtained in the course of dealing with specific cases (Record p. 1286-7) and from officials of the Pensions Board (Record p. 1286). He says (Record p. 1275) that in 1921 he was proposing that the exceptions to Section 25 (3) as to "obvious", "wilfully concealed" and "congenital" disabilities and those "not of a nature to cause rejection from service" should be deleted—and that the officials of the Pensions Board advised the G.W.V.A.

> that to press that point would perhaps open the subject to such a degree that we would be deprived of the great benefits already conferred under the Section.

A case in June, 1919, was referred to by the Pensions Board to show that the Board had, in practice, refused pension where there was no aggravation; but in this case the ground for refusal of pension was really the insignificance of the disability (Record p. 3686 and 3779). There was however an eye case (Record p. 1967) in which pension had been refused because there had been no aggravation. This was on February 10, 1919, just after the Order in Council (P.C. 3070) which was in terms similar to Section 25 (3) had come into force. The attention of the Commission was not called to any such cases from the coming into force of the Pensions Act in 1919 until just previous to the passing of the Minute of Sept. 29, 1921, viz., on Sept. 6, 1921, and Sept. 8, 1921, (Record p. 2250 and 2134), when there were two cases in which pension was refused because there had been no increase of disability on service, but these cases were too close to the Minute of Sept. 29, and to the discussions which we taking place about that time with a view to having a definite policy laid down to afford any criterion of what the policy had been from the time the Act was passed in 1919.

On the other hand two cases were cited by the G.W.V.A. (Record p. 1925, 2026 and Record 1916, 2052) which had come up for re-examination repeatedly after Section 25 (3) was passed and in which pension had been granted even though the pre-enlistment disability was as great as the discharge disability. The explanation of these cases by the Pensions Board suggested that the pension was granted and continued in ignorance of the fact that there was pre-enlistment disability, but the Assistant Medical Advisor who passed these awards was not called.

No general practice either one way or the other can be deduced from these few equivocal and isolated cases.

There is no evidence as to just when it was realized that Section 25 (3), when strictly read, was not as wide as the annotations had stated. The general evidence of both the Pensions Board and the G.W.V.A. as to the practice is naturally not as satisfactory as if actual and unequivocal decisions were cited It has been clearly shown on this inquiry that verbal statements as to general policy are easily calculated to give erroneous impressions unless accompanied by actual instances of their application.

In trying to determine what the practice really was prior to September, 1921, there are two things which stand out above the impressions of individuals as to general practice. One is that the official annotations prepared and circulated by the Pensions Board, at the time the Pension Act was passed, made no restrictions on the right of a man who served in France to have a pension for whatever disability he had on discharge unless it was something which he had had from birth, or which was obvious, or which he had wilfully concealed at the time of enlistment, and these annotations stated that "it must be definitely presumed that such a man was absolutely fit upon enlistment." The second circumstance is that as late as the time when Dr. Arnold took over as Chief Medical Adviser he apparently found no rule laid down contrary to these annotations. In fact, the very thing which led to the serious consideration of the real meaning of the section was that, some time in the summer of 1921, the Assistant Medical Advisers wanted to know whether a man whose disability had not progressed on service was entitled to pension under Section 25 (3), and they discussed the point with Dr. Arnold. Dr. Arnold said (1922 Committee Proceedings p. 358 and Record p. 1298):—

> It was on a hypothetical case such as that, that I held a discussion with the medical officers and they said they did not feel clear as to what the future would hold for a case of that kind. Is a man, when he gets

to France and comes back, in exactly the same condition, where there is no question on the part of anybody that service had anything whatsoever to do with that condition, a condition which did not progress on service and is, in the opinion of the man himself and in the opinion of everybody, exactly as it was when he went into the army—is that man pensionable? Under the interpretation furnished to me they told me: "No, we do not believe that the Act means that, where a man gets to France and there is no progression, nor shadow of doubt in the minds of any one that service had anything to do with his condition, he should be pensioned."

The effect of this mass of evidence is, in the opinion of the Commission, that the case of the man who got to France and whose disability on discharge was no greater than on enlistment, had not come into sufficient prominence to create anything which could be called a practice or policy. It is essential to a "practice" that there be some unanimity of opinion among those who administered the Act and this is negatived by the divergent views which have been quoted.

The witnesses on the one hand put it hypothetically and say if such a case could arise it would not be pensionable, because there was no progression; and on the other hand if the interpretation laid down in the annotations and as understood by Mr. Archibald and Col. Belton were followed, such a case would be pensionable. The occasion for a definite ruling did not come up because it was accepted that if a man had a pre-enlistment disability, it must in the nature of things have progressed on service, or the other view was taken that there was a conclusive presumption that a man who got to France after passing medical examination in Canada and England must be regarded, for pension purposes, as having been fit on enlistment. The question does not seem to have really arisen till the hypothetical case was put up to Dr. Arnold after he took over as Chief Medical Adviser in the summer of 1921.

The Commission's conclusion is that between September 1, 1919, when the Pension Act was passed, and September, 1921, the only authoritative interpretation of Section 25 (3) was what was contained in the Pensions Board's annotations issued at the time the Act was passed. According to this interpretation a man who reached France was definitely assumed to have been fit on enlistment. On account of the dearth of cases there was no accepted practice as to an applicant who had reached France but whose disability had not increased on service. The lack of unanimity among the witnesses makes it impossible to determine with any degree of certainty what practice would have been adopted if such cases had come up; but it is thought that, notwithstanding the interpretation in the annotations, pension would have been refused.

(c) Have subsequent regulations changed the Pensions Board's interpretation of Section 25 (3) or the practice under it?

Mr. MacNeil, in the passage already quoted (Record p. 1276), says that the first hint of any departure from the policy of pensioning a man who had reached France for anything he had on discharge was given shortly after the amalgamation of the D.S.C.R. and the Pensions Board, i.e., during midsummer, 1921.

In the summer of 1921, the organization of the Pensions Board was absorbed by the D.S.C.R. and, as has been said, this resulted in the control of the medical staffs, both of the D.S.C.R. and Pensions Board, coming under Dr. Arnold, either in his capacity of Director of Medical Services of the D.S.C.R. or Chief Medical Advisor of the Pensions Board.

Dr. Arnold stated before the 1922 Parliamentary Committee, in the passage already quoted (Record p. 1297 and 1298), that he was having hypothetical cases put to him, and instances as one of these cases, a man who had been to France and who, on discharge, had a slight arterio-sclerosis which then caused no disability but which would progress as time went on. The question was whether that man coming up ten years later suffering from a disease clearly caused by arterio-sclerosis would be pensionable. He discussed it with his medical officers and they were not clear on the point. The inquiry apparently changed from the hypothetical case of the arterio-sclerosis man to the simple question as to whether a man who went to France was pensionable for a condition which was exactly the same on discharge as on enlistment. Dr. Arnold says that it (meaning the Pensions Board) furnished him with an interpretation which stated that it "did not believe the Act meant" that a man who got to France, but whose condition had not progressed on service, was pensionable.

Dr. Arnold stated in his evidence before the Commission (Record p. 1338-1341 and 1366-1382), that on assuming his new duties as Chief Medical Advisor of the Pensions Board, he found that there was not unanimity of opinion as to whether pension would cease when aggravation had disappeared, and he considered that it was necessary to have an exact ruling as to the legal effect of Section 25 (3).

Following this discussion the Pensions Board passed a Minute on September 29, 1921, giving its interpretation of the Section. The Minute is as follows (Ex. H.D.D. 18A):—

September 29, 1921.

Deputy Minister, D.S.C.R.,
A/Secretary, B.P.C.,

Interpretation of the Provisions of the Pension Act as applied to cases of Aggravation.

For the information of your Department the following is a copy of a Minute passed by the Board under date of September 29:

The Board had under consideration the question of the pensionability of—

(1) Pre-enlistment disabilities aggravated by service, and

(2) Subsequent recurrences of a disability condition in which aggravation on service had ceased.

It was Resolved

A. That Section 25 (3) of the Pension Act does not apply in any case unless entitlement exists under Section 11 of the Act;

B. That in any case previously fully pensionable under Section 25 (3) and in which it is decided that aggravation on service has ceased, further pension cannot be awarded after the aggravation is deemed to have disappeared.

C. That no distinction can be made between disabilities resulting from injury or disease, and that decision as to whether aggravation had disappeared is purely a medical one, and must depend upon the circumstances of each individual case;

D. That subsequent recurrences or exacerbations of a disabling condition in which aggravation on service had ceased must be shown to be attributable to service before further pension can be awarded.

(Sgd.) J. PATON,
A/Secretary.

Clause A is the important provision. Its effect was simply to put in black and white that the strict construction of Section 25 (3) was that, before a man could get the benefit of the section, he had to be entitled to a pension under Section 11. This, as a statement of the strict legal effect of Section 25 (3) was as has been mentioned, afterwards confirmed by the Department of Justice.

Illustrations of the alternative constructions of the Act follow:—

1. Assuming the interpretation to have been as set out in the annotations (Ex. 49 H.D.D.), a man who had been enlisted A1 and served in France, discharged with a 20 per cent disability from heart trouble, would be pensionable for the 20 per cent even though it could be shown that he had the same extent of disability from the same trouble when he enlisted.

2. Under the interpretations as set out in the Minute, this man would not be pensionable because there was no increase of disability during service and therefore nothing which could be pensioned under Section 11 as having been incurred during service.

Clause A therefore effected a definite limitation on the interpretation which had been contained in the annotations of 1919.

This Minute was promulgated by being passed to the Medical Advisers at Head Office, but was not sent out to the Units. (Record p. 1362-3). There was no instruction accompanying it to indicate any intention of the Pensions Board to make findings of fact or act on presumptions which would avoid the strict legal effect of the Minute as passed. To escape its effect, all that would be necessary would be to presume that a man who passed for service in France was for pension purposes "fit" on enlistment, or to assume that there must have been some increase on service of his pre-enlistment disability.

Since the terms of this Minute were in sharp contrast with the annotations which had been issued by the Pensions Board two years before, the Commission considers that some notice and explanation should have been given that the strict interpretation of the Act had made this ruling necessary.

Among the cases brought forward by the G.W.V.A. in support of the claim that the Minute of Septemebr 29 had changed the practice, were the two cases (1925 and 2028, 1916 and 2012) already referred to in which pension had been granted and continued for some years, but had been discontinued in the early part of 1922, on the ground that the disability had pre-existed enlistment and that there had been no progression. The reply made on behalf of the Pensions Board in these cases suggested that the pension had originally been granted in ignorance of the fact that the disability was a pre-enlistment one and although, as has already been stated been stated, this could not be conclusively shown without having the evidence of the Assistant Medical Advisers who made the awards, the Commission does not consider these cases sufficiently definite and clear to indicate any recognized previous practice. There were in both cases documents which did not show the pre-enlistment disability and which might have been the basis of the awards.

The conclusion of the Commission is that the ruling laid down in Clause A of the Minute of September 29 without qualification, while not changing the law, did change the interpretation which had been contained in the annotations issued by the Pensions Board in 1919, and also for the first time made it certain that the practice would be to refuse pension to a man who served in France unless he could show that his pre-enlistment disability had increased on service.

EXTENT OF THE EFFECT OF SECTION A OF THE MINUTE OF SEPTEMBER 29, 1921

A practical though not necessarily final consideration is whether any appreciable number of cases were or would be affected.

The existence of the Minute of September 29 did not come to the attention of the G.W.V.A. until May, 1922, when a copy of it was received through the

mail from an undisclosed source. Up to that time Mr. MacNeil had known that since the summer of 1921 there were cases of pension being discontinued on the ground that the disability had pre-existed enlistment and had not progressed on service, but he did not know of any written regulation to this effect. The Minute was produced by Mr. MacNeil before the Parliamentary Committee of 1922 as ground for the claim that secret regulations had been issued by the Pensions Board which restricted the rights of applicants under section 25 (3) (Record p. 1279-1280).

A written statement was filed by the Pensions Board before the Parliamentary Committee explaining Section A of the Minute (Record p. 1294-5). Section A had been tersely negative and restrictive. This explanation gave quite the opposite impression. It set out how wide the real scope of Section 25 (3) was in actual application and pointed out that in only an "occasional and rare" case would pension be refused. The explanation is quoted below:—

> The Minute made by the Board of Pension Commissioners under date of 29th September, 1921, was a statement in abbreviated form for the use of the Board's Medical Advisers at Headquarters.
>
> The Medical Advisers in question were perfectly familiar with the points under discussion and the memorandum merely indicated and confirmed what had always been the interpretation of the policy of the Board.
>
> The Board has always interpreted the intention of Section 25 (3) of the Act to mean that if an ex-member of the forces reached an actual theatre of war and was found on discharge to have a physical condition which pre-existed enlistment, and which had progressed in any way on service, whether affected by service in any way or not—a simple progression having taken place on service—that although it were recognized that the condition must have preceded enlistment, and further recognized that in the *ordinary course of events, in a sheltered existence*, the condition would have progressed no weight was to be given to such information, but the man would be pensionable, not only for the amount of progression, but for the total amount of the disability present.
>
> Section 25 (3) of the Act, therefore, would modify, to the extent outlined above, the qualifications for pension of any ex-member of the forces as defined by Section 11 of the Act. It was found, however, that there was a very *occasional and rare* case where a condition on discharge was found to exist and where it was established to the satisfaction of all concerned that where there had been no progression of any kind on service; no cause or effect even remotely connected in any way with service; a condition present previous to enlistment, unchanged by, or on service. The further question then arose as to whether or not basically such a case would be pensionable if there had been service in an actual theatre of war. The Board interpreted the Act to mean that Section 25 (3) in such a case would be modified by Section 11 and that there must be a service connection in some way, shape or form before there would be pensionability.
>
> *The explanation* of the Board in its interpretation is *very plain* to the effect that if there has been any progression of a condition on service, if the condition is shown to be in any way worse on discharge than on admission, the pensioner, if he reached an actual theatre of war, must be considered, under section 25 (3) of the Act to be pensionable for the whole extent of such disability. Section 25 (3) of the Act states plainly that "no deduction shall be made from the pension of any member of the forces . . . on account of any disability or dis-

abling condition which existed in him previous to the time at which he became a member of the forces . . ." This has always been interpreted by the Board to mean that before section 25 (3) of the Act becomes applicable there must be presumed to be grounds for pension, and section 25 (3) taken in conjunction with section 11 of the Act does not mean that a member of the forces having served in an actual theatre of war must be pensioned for a disability unless it can be shown that there has been an increase in the disabling condition on service.

It was pointed out to the Board by its medical advisers that those cases would be *very rare* where disability existed after service in an actual theatre of war and and where there would be, as a medical fact, no progression in the disabling condition. In this opinion, as advanced by its medical advisers, the Board fully concurred.

An interpretation of the Act which would permit of pensions being granted in cases where there was no claim on the part of anyone that service had in any way affected the condition, or that there had been progression on service; or, in other words, that the man entered the service and left it in exactly the same condition would be to change entirely the principle upon which pensions are granted and would be contrary to the statutes.

In passing it will be noted that the terms of this statement are in line with Dr. Arnold's evidence before the 1922 Parliamentary Committee, already quoted, as to the reasons leading up to his procuring the Minute (Record, p. 1298): Apparently a new situation had recently developed when "it was found" that there were cases in which there was no progression on service and the "further question then arose" as to whether these cases would be pensioned, and "the Board interpreted the Act" as set out in the Minute of September 29.

The pith of this statement is that section 25 (3) was for the benefit of any man who served in France whose pre-enlistment disability had progressed in any way on service, whether affected by service or not, even though the progress had been no greater than it would have been in the ordinary course of events in a sheltered existence; and that the only man who was cut out by this interpretation was the occasional and rare case where it was "established to the satisfaction of all concerned that there had been no progression of any kind on service, a condition present previous to enlistment, unchanged by or on service."

The opinion expressed in the statement that the cases in which there would be no progression would be very rare, could be concurred in by almost anyone, whether a medical man or not, from the very nature of diseases and physical disabilities and the effect which even the passage of time, to say nothing of service conditions, would be bound to produce. It has, however, appeared in evidence on this investigation that out of slightly more than one hundred cases which were gone into, there were at least seven or eight where the reason given for refusing pension was that there had been no progression or aggravation on service. The number of cases in actual experience therefore which could be affected by this interpretation might be by no means as insignificant as would be at first supposed. It will be seen that the question as to how many cases will be affected by this ruling will depend altogether upon the medical findings, and, judging by the nature of the cases in which it has been decided that there was no progression, it would appear as if there might be a substantial number in which an adverse ruling could be made, and consequently that the apprehension of the G.W.V.A. as to the extent of the effect of this ruling was not unfounded.

As appears from the proceedings of the 1922 Parliamentary Committee (p. 379), the Chief Medical Adviser stated that "Mr. MacNeil's fears were absolutely groundless," and (pp. 358 and 360) that the effect would be "practically negligible," but in the same proceedings (p. 361) it was admitted that if this ruling were not made, low category men would be entitled to the benefit of section 25 (3) and "the effect would be tremendous." This seems to indicate clearly one of two things, either that there are a large number of men, whether low category or otherwise, but who served in France, who will have their pre-enlistment disability counted against them if the ruling set out in section A of the Minute of September 29, 1921, stands, or that the Chief Medical Adviser was in error in thinking that the Minute as drafted is sufficient to prevent low category men from claiming the benefit of section 25 (3). It would appear quite possible that the latter is the correct conclusion because there seems to be no reason to suppose that the disabilities of low category men would not progress on service just the same as the disabilities of A1 men.

Another feature of the effect of the ruling contained in the Minute is well illustrated in a case cited by the G.W.V.A. which had been the subject of a good deal of discussion before the Parliamentary Committee of 1922 (Record p. 1282 and 1441). In that case it was claimed that there was evidence to show that an ear condition had progressed on service. The man died, and it was claimed that death was the result of this progressive ear condition. The death occurred after Sept. 1, 1920. It was claimed by the Pensions Board that in this case it was not sufficient to show progression in order to constitute entitlement to pension under Sec. 11, but that because the death occurred after Sept. 1, 1920, it must be shown that the ailment causing the death was "attributable to" service. The result is that the ruling in Sec. A of the Minute is more far reaching than might at first appear for the reason that, as to disabilities and deaths occurring after Sept. 1, 1920, entitlement under Sec. 11 can only be shown if the disability or death is "attributable to" service, and it is not sufficient simply to show that it was connected with the progression which had been "incurred during" service.

Another limitation growing out of this ruling should be noted. It is admitted that simple progression of the disease or disability during service is sufficient to give the applicant who served in France the benefit of Sec. 25 (3) and the applicant is entitled to pension for the full disability which existed on discharge. The usual rule is that pension is payable from time to time according to the extent of the disability as it may increase or diminish, and re-examinations are made from time to time for the purpose of adjusting the awards in accordance with the changed conditions. (See Pension Act, Sec. 25 (1).). It came out in evidence, however, that in case of pensions which are payable under Sec. 25 (3) simply because of normal progression during service, a rule has been inaugurated whereby the pension granted for the disability on discharge is not subsequently increased to cover any normal progression after that time. No authority was cited for this rule, but it was stated to be the working practice (Record p. 1413, 1416, 1455, 1986, 3420, 3762, 3766-8).

The interpretation contained in Section A of the Minute is also important because it is the foundation for the ruling in Section B:—That is to say, if aggravation or progression were not required by Section A then the circumstance that aggravation had disappeared (which is the subject of Section B) would be immaterial.

The Commission concludes that the effect of the interpretation contained in Section A of the Pensions Board's Minute of September 29, 1921, may result in refusal of pension to a substantial number of applicants who served in France and who would be entitled if the construction contained in the annota-

tions of 1919 were followed. These cases are not confined simply to: (*a*) the cases in which there was no progression on service, but to (*b*) the cases of death or disability occurring after Sept. 1, 1920, which cannot be shown to be attributable to service although connected with the progression on service; and also, (*c*) to cases pensioned because of progression of disability on service but in which increase of pension will be refused if any subsequent increase of the disability is only due to normal progression.

2. *Ruling that where the aggravation has ceased the pension ceases.*

This is the second limitation involved in the construction by the Pensions Board of Section 25 (3). This is also a subject of divergent views between the Pensions Board and the G.W.V.A. It will be dealt with under the same headings as those set out in reference to the ruling requiring pensionability under Section 11 before entitlement under Section 25 (3).

(*a*) *Was this the intention of the section?*

As a matter of interpretation the Pensions Board has the opinion of the Department of Justice which has already been quoted. It is none too clear that this opinion does confirm the contention of the Pensions Board. The question and answer are as follows: —

> Question 2. When the aggravation by service of a pre-existing disability has ceased, is pension indicated for that portion of the disability which pre-existed enlistment?
>
> Answer: I am not aware of any provision, and you do not refer to any, which authorizes payment of pension in respect of a disability, whether by reason of aggravation or otherwise which has ceased."

The question arises whether, if pension were once granted for the full disability, it could be cut off so long as any disability remained in view of the provision of Section 25 (1) authorizing continuance of pension to the extent of the disability. As was previously indicated, it might also be contended that Section 25 (3) in effect authorizes pension for a pre-enlistment disability, and if it does, the continuance of pension would be justified even if service aggravation had disappeared.

Although there may be some question as to the authority of the Pensions Board to make a binding decision in law under the Act in other than an individual case, the Commission considers that, in view of the Board's exclusive jurisdiction and the implied confirmation by the Department of Justice, the express ruling of the Pensions Board to the effect that on the strict legal construction of Section 25 (3) when aggravation has ceased pension should cease, is to be accepted for the purposes of this investigation.

(*b*) *What was the practice up to September, 1921, as to discontinuing pensions granted under Section 25 (3) when aggravation ceased?*

The general evidence on this point is of the same inconclusive nature as that which has been fully gone into on the same point concerning Section A. No practice can be said to have been established in the sense of a series of actual rulings in definite cases. The effect of the evidence goes more to show what would have been the action taken if a case did come up. The evidence as to the views held is to be found in the last sentence of Dr. Arnold's memorandum of June 26, 1922 (Record p. 469), (which indicates that the previous procedure was not to cut off pension unless the disability had ceased). Dr. Arnold's evidence (Record p. 1338) and Judge Margeson's (p. 1048).

The Commission concludes that, if a case came up in which pension was granted under Section 25 (3) simply because there had been aggravation or

progression on service, pension would continue so long as any disability remained. This was not because of any interpretation of the law but because the general understanding among the medical advisers (with two exceptions) was that aggravation could not be said to have disappeared so long as any disability remained. It was impossible to say whether the portion of the disability which had disappeared was the original disability or the aggravation.

(c) Was the practice changed in September, 1921?

Dr. Arnold says (Record p. 1336 et seq.) that there was a discrepancy in opinion among the Medical Advisers in connection with the interpretation of Section 25 (3) and when he first came to the Board of Pensions Commissioners he found lack of unanimity in regard to certain points. He says that it was in connection with this particular point, as to whether an aggravation may be said to cease, that the minute of September 29 emanated in the first place. He says that Dr. Kee and Dr. Shields talked it over with Judge Margeson and they did not believe that, if a man got to France and came back, his aggravation could be said to cease medically. Dr. Arnold asked the Pensions Board what the law was and thought that it might be unauthorized as a matter of law to cut off the pension if aggravation had ceased where the man had been pensioned for the whole disability. He said that much to his "sorrow" he got the Minute of September 29, Sections B and C of which are as follows:—

> B. That in any case previously fully pensionable under Section 25 (3) and in which it is decided that aggravation on service has ceased, further pension cannot be awarded after the aggravation is deemed to have disappeared.
>
> C. That no distinction can be made between disabilities resulting from injury or disease, and that decision as to whether aggravation had disappeared is purely a medical one, and must depend upon the circumstances of each individual case."

Dr. Arnold says he went to the Board, with two or three doctors, and put the matter up to the Chairman and said they should have the point settled as soon as possible (Record p. 1339). He says he found there had been two of the medical advisers, Dr. Barnes and Dr. Bond, who were firm in the opinion that if the aggravation had ceased, even if the man had been pensioned under Section 25 (3), the pension should cease. Further that, when the Minute of September 29 was received, the question arose as to how they were going to handle it and that it was agreed to avoid the possibility of trouble simply by deciding that in no case could it be said that the aggravation had ceased where any disability remained. Thus no room would be given for the application of the law as set out in the minute.

An unfortunate circumstance about this decision of the Medical Advisers was that, apparently, it was not communicated to Dr. Bond or Dr. Barnes, who were the two men whom it was necessary to bring into line in order to secure uniformity (Record p. 1339-40, 1368, 1388).

Dr. Arnold says that the Chairman of the Board, in giving this ruling, said he would have nothing whatever to do with the question of medical interpretation, that it was up to the Medical Advisers to do as they liked, but that this was the law (Record p. 1369)

Dr. Arnold said he did not consider it necessary to send the minute out to the units in the field on account of the very few cases which would be affected and that they considered it was easier to secure uniformity by checking up the cases as they came into the head office (Record p. 1370-72). The evidence of

the Unit Medical Directors showed that there was no uniform conception by them as to the practice that was to be followed in cases of this kind (Record p. 1373) and so, as far as the units were concerned, no steps were taken at that time to secure any uniformity of practice in respect to these cases (Record p. 1366).

The statement is made repeatedly in the evidence that the cases in which it could possibly be said, as a matter of medical opinion, that aggravation had ceased were so few that the rule would never have any practical effect in cutting down pensions, and the Commission from the evidence given considers that this is to a large extent true. At the same time the matter was regarded as important enough to form the subject of discussion by the Medical Advisers and of formal ruling by the Board itself, and it must be taken as a serious attempt to deal with an actual problem.

As has been said, this Minute was promulgated to the Assistant Medical Advisers after its receipt by Dr. Arnold (Record p. 1363), and was distributed without any memorandum to indicate what was to be done as a matter of practical policy in cases which might come up, whether they might be rare or frequent.

The result of distributing this Minute without any covering memorandum was that it was accepted as authority according to its terms by at least two of the medical advisers, Drs. Barnes and Bond. Dr. Bond cited it as authority for refusing pension in a case from Toronto (Record p. 1313). Dr. Belton, Pensions Medical Examiner at Toronto and formerly Chief Medical Adviser, wrote head office under date of May 15, 1922, bowing to the ruling but saying:

> this minute of wiping Sec. 25 (3) out of the Pension Act explains the attitude of H.O. on a number of cases which had not heretobefore been understood.

Dr. Barnes took action similar to Dr. Bond in a case from Winnipeg in February, 1922, (Record p. 1333). This case was brought in the evidence to the attention of Dr. Arnold who frankly admitted (it does not appear just when) that the case had been handled in the most slip-shod manner all the way through, both in the unit and at headquarters (Record p. 1334, 1360, 1362). On June 2, 1922, the same ruling was confirmed by Dr. Burgess in a letter as follows (Record p. 1335):—

> Your letter of the 31st ult., is herewith acknowledged. The marginally noted was in receipt of pension for disability which pre-existed enlistment but was aggravated during service. *Pension was discontinued* when it was considered that the *aggravation during service had ceased.* Any subsequent recurrence of the disability cannot fairly be attributed to service, and is, consequently, not pensionable.
>
> Signed—B
> W. A. Burgess.

Dr. Burgess (Record p. 1378) says he sent this letter out thinking the case was one where the man had only seen service in England, but the file shows plainly he had been awarded the year before pension for full disability (Record p. 1360).

There was also another case in which a similar ruling was made on February 2, 1922 (Record p. 1412) and still another on March 14, 1922 (Record p. 651).

Dr. Arnold says that the Winnipeg case was the one that brought to his attention the fact that uniformity was not being observed (Record p. 1336-1373). After this case was brought up and after the telegram the subject of this inves-

tigation was published, a letter was sent out (Record p. 1335) on Dr. Arnold's instructions (Record p. 1377) under date of June 22, 1922, referring to the Winnipeg case and containing the following paragraph:—

> 3. Cases such as this have been discussed and *it has been decided that as long as any disability remains, it will be considered that some aggravation still persists and he will be pensioned for his whole disability.* An instruction will be issued concerning this point.

The letter was signed by Dr. Barnes "for Secretary, B.P.C."

Meantime the statement of the Pensions Board respecting the Minute of Sept. 29, 1921, had been placed before the Parliamentary Committee but no comment on Section B of the Minute was made in the statement. Dr. Arnold however gave evidence before the Parliamentary Committee in reference to its meaning (1922 Parliamentary Committee Proceedings p. 414). In answer to Mr. Black, M.P., Dr. Arnold said:—

> *This section B is worded in a way which to an outsider would lead to absolute misapprehension.* The word 'aggravation' should not have been used. To a lay-man it is *confusing.* It is perfectly plain to me, and it means this; if a man gets to France and has an aggravation or disability and simple progression on service, he then is pensionable on account of the aggravation for the whole disability, the original and the exacerbation. *To say that when his aggravation ceases that he then is not pensionable means, that when his disability ceases he is not pensionable. That I explained fully to Mr. MacNeil a few nights ago.*
>
> Q. *That is absolutely contrary to what it says here.* It says 'when the aggravation ceases'. When that aggravation ceases you cancel the whole pension.—A. *In* 25 (3) *we don't distinguish* between *aggravation* and *disability,* you group them.
>
> Q. Under this interpretation as soon as this aggravation ceases you cancel the whole pension?—A. No. The *whole disability would have to cease before that becomes applicable.*
>
> *By Mr. Caldwell:*
>
> Q. Take the man who was 20 per cent disabled and it progressed. He comes back 40 per cent disabled; his disability increased 20 per cent. Is his pension cut off?—A. No. He would have pension for the total amount of the disability.
>
> *By Mr. Black:*
>
> Q. What does this mean "that in any case previously fully pensionable under Section 25 (3) and in which it is decided that aggravation on service has ceased, further pension cannot be awarded after the aggravation is deemed to have been disappeared."—A. It is somewhat contradictory, but that I told you is the meaning of the Section.
>
> Q. What is the effect of it. Do you not cancel the pension?—A. *Not until the whole disability has ceased.*
>
> Q. That is his original disability he had on service as well as the aggravation?—A. *No, his whole disability would have to cease or else Section 25 (3) would not be lived up to at all.*
>
> Q. This subsection is entirely misleading.—A. *It may be misleading, but that is the accepted meaning among the medical advisers and the method under which the clause is interpreted.*

On June 26th, the "instruction" which was promised in the letter of Dr. Barnes of June 22 was sent out. The instruction was as follows. (Record p. 469):—

No. 1765. Interpretation of the provision of the Pension Act as applied to cases of aggravation. Enclosed herewith is a copy of the minute passed to Headquarters Medical Advisors under date of Sept. 29th, 1921. It appears that copies of this minute have reached some of the Units and it seems necessary, therefore, to avoid confusion, that copies be sent to all Units with an interpretation which will be understood by all.

When the minute was passed to the Medical Advisors from the office of the Deputy Minister, it was conceded by the Medical Advisors that *there might be confusion* in connection with the interpretation of subsection (*b*), and it was largely because of the possibility of such confusion that copies were not distributed to the Units.

The Minute illustrates the law and its application to Section 11 as related to Section 25 (3) of the Pension Act. The procedure which apparently had always been in force is clearly worded in subsection (*a*), and means that unless there has been some progression on service of an alleged disability, or, in other words, than an old disability has been changed on or as a result of service, there is no pensionability under Section 25 (3).

Clause (*b*) of the Minute has been the subject of conferences of the Medical Advisors.

The extreme difficulty of decision as to cessation of aggravation or progression on service was conceded by all. It was agreed that from a medical viewpoint, cases which could be so decided would be so rare as to be negligible, and it was further *unanimously agreed that for practical purposes* the clause would not be applicable *unless disability had ceased or was considered to be negligible.* Such *practicable application of clause (b) did not, in the opinion of the Medical Advisors, change previous procedure in force.*

Signed W. C. Arnold,
Director Medical Services.

The following letter was also sent to the Toronto office by Dr. Arnold on June 19, 1922 (Record p. 1149-51 and Exhibit H.D.D. No. 71):—

I was not aware that copies of Board of Pension Commissioners Minute addressed to the Deputy Minister under date of September 29 had left Headquarters.

When the Minute was originally passed to me for some discussion, it was conceded that there might be confusion in connection with the interpretation of subsection (*b*). This section was fully understood I think, by the Medical Advisors at Headquarters and as far as they were concerned needed no amplification.

The whole discussion had to do originally with the application of Section 11, in connection with Section 25 (3), of the Pensions Act, and the ruling which apparently had always been in force is clearly worded under Section (*a*) and means that unless there has been some progression on service of an old disability, or in other words, that an old disability has been changed on or as a result from service, there is no pensionability under Section 25 (3) of the Pensions Act.

The interpretation, therefore, to be placed on Section (*b*) *is not in accordance with the wording of the section*—the case for pension having been considered under Section 25 (3) and found to be pensionable can no longer be considered as an aggravation case, there then being *no dis-*

> *tinction between aggravation and original disability and you must interpret Section (b) to mean that the whole disability must have disappeared before pension ceases.*
>
> Now that the Minute has reached your unit it will of course be quite necessary that the above explanation of Section (*b*) be made known to the Pension Division.

In considering whether section B of the Minute of September 29 expressed correctly the way in which these cases of aggravation were and would be dealt with, it is only necessary to refer to Dr. Arnold's evidence above quoted, and to the explanatory letters dated June 19 and June 26 also above set out. Dr. Arnold states clearly that instead of following the terms of the Minute and cancelling the pension as soon as the *aggravation* has ceased, it is not to be cancelled until the *whole disability* has ceased. In the Memorandum of June 19 it is expressly stated that

> the interpretation . . . to be placed on Sec. B is not in accordance with the wording of the section.

and it goes on to say that once a case comes under Section 25 (3) there is then no distinction between aggravation and original disability, and

> you must *interpret* Sec. B to mean that the *whole disability must have disappeared* before pension ceases.

Again, in the Minute of June 26, it is said

> It was further unanimously agreed that for practical purposes the clause would not be applicable unless disability had ceased or was considered to be negligible.

It would hardly be necessary to have a special Minute to say that, when the disability ceased, pension would cease and these directions in plain terms meant that Section B of the Minute was to be disregarded. That the previous procedure of continuing pension so long as any disability remained would not have been in accord with the Minute of September 29 is indicated by the last sentence of the Minute of June 26 which says

> Such practical application of clause (*b*) did not in the opinion of the Medical Advisers change the previous procedure in force.

The evidence of Judge Margeson also shows the inconsistency, in his opinion, of the Minute of September 29 with the practice which was to be followed as understood at Head Office. He distinguishes between the portions of the Minute which have to do with disability under Sec. 11 (Sec. A) and the portion which has to do with the cessation of aggravation (Sec. B). His evidence is (Record p. 1040-50) to the effect that he considered Sec. A and B correctly set out the law, but that in the practical application headquarters would have to discuss these interpretations with the medical advisers and issue a memorandum. He says he would not have allowed the Secretary of the Pensions Board to send that Minute to the Deputy Minister of the D.S.C.R.

> unless there was a covering memorandum. "This is to make no change in practice."

He says it was sent to the D.S.C.R. officially in order to reach Dr. Arnold, and he intimates that probably Dr. Arnold understood that the legal interpretation was not to be put into practice.

Judge Margeson's attention was called to the fact that he did not sign the Minute of Sept. 29; he answered (Record p. 1050):

> I know I didn't, but I mean to say as far as the legal interpretation is concerned, I would be willing to sign it, but as far as the practical carrying out is concerned I think that memorandum should have been at the bottom, and certainly would have been if it was intended for anybody who would act upon it.

Col. Belton stated that he had instruction from the Head Office to carry out that Minute literally (Record p. 1110) and he probably is referring particularly to the Toronto case already dealt with (Record p. 1313) although he mentions some other cases in which he intimates the same principle was applied.

The Commission considers that Section B of the Minute while it set out the law did not adequately set out the practice which would have been followed theretofore, nor the practice which was intended to be followed for the future. The law as laid down in the Minute was that when aggravation disappeared pension ceased and that according to Section C of the Minute it was open for the medical men to find that aggravation had disappeared. The practice was, however, that the law was to be in effect disregarded by deciding that the aggravation had not disappeared so long as there was any disability; or, as it is put by the Chief Medical Adviser, that the law was to be interpreted to read that when the disability ceased pension ceased. As appears from the evidence Section B of the Minute was supplemented by the verbal understanding then arrived at between Dr. Arnold and the medical advisers as to how it was to be applied (Record p. 1340). Section B plus this verbal understanding correctly embodied the practice to be followed as previously understood. This understanding however was the action not of the Pensions Board but of the medical staff. The Pensions Board had intimated that all it could do was to state the law.

EXTENT OF THE EFFECT OF SECTION B OF THE MINUTE OF SEPTEMBER 29, 1921.

The evidence shows three or four cases in which the pensions of men who had served in France were cut off because aggravation had ceased. These decisions were the result of two of the Medical Advisors not being informed of the verbal understanding which had been arrived at regarding the application of Section B. There may be others as the cases before the Commission were generally produced as type cases. The carrying out of instructions contained in the memorandum issued by Dr. Arnold on June 26, 1922 (Record p. 469) should obviate any further adverse decisions on this ground.

INTERPRETATION OF "OBVIOUS" DISABILITIES

Section 25 (3) does not permit a man who served in France to be pensioned for a disability which was "obvious" on enlistment. Complaint is made by the G.W.V.A. that this term "obvious" has been the subject of increasingly strict construction, contrary to the explanation of the representatives of the board as to what was intended by the word. By this exception it was apparently intended to prevent a man from claiming pension for a disability which he had on enlistment and which although not mentioned on his documents was so apparent that anyone would see it, and the man could not have expected, nor the country be presumed to have taken responsibility for, pension for that disability. There is no evidence of any representation before the Parliamentary Committee of 1919 as to the interpretation which would be given the word in practice.

A few weeks after the Act came into force the following instruction was issued as to the interpretation (Record p. 2725).

THE BOARD OF PENSION COMMISSIONERS FOR CANADA

MEMORANDUM

To Dr. Kee,

From the Secretary.

Ottawa, September 20, 1919.

The word "obvious" as used in paragraph (3), article 25, chapter 43 of the Pensions Act under date July 7, 1919, shall be interpreted as follows:

A condition that is perfectly manifest, easily and plainly perceived, immediately evident to an unskilled observer.

Of course the condition is to be exhibited. If it is not, there is an intentional concealment.

Congenital defects must be considered as obvious.

(Sgd) Stanley B. Coristine,
Secretary.

Dr. Belton evidently had this memorandum issued (Record p. 1166). In 1920, speaking before the Special Parliamentary Committee, (1920 Parliamentary Committee Proceedings p. 329, Record p. 1268) Dr. Burgess said:

> The only cases who get to France and do not *get a pension for the full disability are very obvious cases*—the loss of an eye or the loss of a finger or foot, something of that nature, something that a layman on looking at the man would say "why that man has lost his finger. He is not fit." That is the only interpretation we put on the word "obvious".

In 1921 (1921 Parliamentary Committee Proceedings p. 53, Record p. 1271) Mr. MacNeil was suggesting the necessity for some clear definition of the word "obvious" because he had in mind a case in which there had been some eye trouble on enlistment which had, he claimed, only developed into a cataract during service and in which pension was being refused on the ground that the condition was obvious on enlistment. Dr. Burgess thereupon gave the Committee what was considered to be the meaning of the word "obvious" (1921 Parliamentary Committee Proceedings p. 54, Record p. 1272):

> What we consider as obvious is a condition which is obvious to a layman on examination. We presume that the man has been stripped when being examined, and the lose of a toe, or the portion of a hand, or the portion of a foot, would be considered obvious to a layman. It is not what we consider obvious, but what would be obvious to a layman. Rheumatism would not be obvious unless the man was so crippled up as to give good evidence. Rheumatism is not considered obvious. I know something about the case Mr. MacNeil has brought up, though I do not know all the details; but if a man has a cataract in his eye, that man undoubtedly suffers from a high degree of defective vision, and that would be considered as obvious. If the man's cataract was not obvious, his vision would not be very much affected. If the man's eyesight was very seriously impaired, those with whom he came in contact would know it. It would be obvious. But if a man suffered from a slight impairment of vision only, it would not be obvious. The word "obvious" applies in most cases to those who have lost a portion of their hand or of their foot, or to those who are blind in one eye. That is the class of case that comes within the definition of the word "obvious".

The above statement needs no elaboration. The class of disabilities regarded as "obvious" is clearly indicated. There were cases presented on this Investigation which, in the opinion of the Commission, indicated that the Pension Board had considerably widened the definition laid down by Dr. Burgess, and would and did treat as "obvious", and therefore not pensionable, disabilities much less apparent than those described by Dr. Burgess in the passages above quoted. In the cases produced were disabilities such as ear trouble (Record p. 1443), slight varicose veins (1458), back condition (1467), mental deficiency (2105), fractured femur (1917); as to all of which it was claimed that pension might be refused on the ground that they were obvious.

Recapitulation and Conclusions re: Section 25 (3).

(*a*) Section 25 (3) deals with the pre-enlistment disability of the ex-service man who served in a Theatre of War.

(*b*) Previous to 1918 the practice had been to deduct the percentage of pre-enlistment disability from the disability at discharge and to pension for the difference.

(*c*) The contention in 1918 was that if a man passed the Medical examinations in Canada and in England and served in France, he should be presumed for pension purposes as "fit" on enlistment.

(*d*) The general principle was accepted and a proposed amendment to the Pensions Regulations was submitted by the Pensions Board to the 1918 Parliamentary Committee; the latter made a recommendation in different form and a new regulation based on this recommendation was passed by the Pensions Board on July 2, 1918, and later in December, 1918, an Order in Council (P.C. 3070) was passed for the same purpose. The provisions of the Order in Council were embodied almost verbatim in Section 25 (3) of the Pension Act, 1919.

(*e*) The Hon. Mr. Rowell, Chairman of the 1919 Parliamentary Committee, explaining the Act in the House when the Pension Act was under consideration, stated that the Committee felt that if a man was passed medically, and he actually got to the front, the country should ignore any question of pre-existing disability and grant him a pension.

(*f*) The wording of the section is that "no deduction shall be made from the pension" on account of any pre-enlistment disability. The wording of the clause which had been recommended by the Pensions Board to the 1918 Parliamentary Committee was "that pensions be payable" for any disability which appeared more than three months after enlistment, whether it existed on enlistment or not. It was the 1918 Parliamentary Committee which changed the phraseology to read "no deduction," etc..... The idea of "deduction" appears to have been suggested by the previous practice of deducting the pre-enlistment disability from the discharge disability, but the phraseology adopted spoke of deducting from the "pension".

(*g*) The only dispute arises where the disability on discharge is no greater than on enlistment. The Pensions Board says in a Minute of September 29, 1921, that Section 25 (3) only applies if there is entitlement to Pension under Section 11, and that therefore an increase of disability during service must be shown. The G.W.V.A. claims that a man who served in France was pensionable for anything he had on discharge if it was not obvious or wilfully concealed on enlistment, or if it was not congenital, or if of so minor a character that it would not have caused rejection from service. These exceptions are stated in Sec. 25 (3).

(*h*) There was no representation or undertaking on the part of the Pensions Board as to what the legal effect of the section as passed would be.

(*i*) With the passing of the Pension Act, the Pensions Board issued Annotations which stated that whoever got to France was pensionable for any disability which existed on discharge unless the disability was obvious or concealed on enlistment. The S. 25 (3) Annotation also stated that it had been urged that pensions be awarded for the discharge disabilty whether the "whole or a proportion" of that disability existed on enlistment. The Annotations further stated that the 1918 Parliamentary Committee decided that if a man reached France "it must be definitely presumed that he was absolutely fit upon enlistment" unless his pre-enlistment disability was concealed or obvious or so minor as not to cause rejection from service.

(*j*) The question then arose, on this investigation, whether the interpretation in the Annotations had been applied by the Pensions Board up to September 1921 when the ruling above referred to was made. A mass of evidence was given by officials of the Pensions Board and the G.W.V.A. to show what would have been the ruling where there was no increase on service. A very few cases were presented but these were too equivocal and isolated to constitute any satisfactory evidence of practice. Apparently the occasion for a definite ruling did not arise because it was presumed that a man who got to France was "fit" (for pension purposes) on enlistment, or it was accepted that if there was pre-enlistment disability it must naturally have progressed on service in France.

(*k*) The Commission considers that the only authoritative interpretation, after the 1919 Act was passed, was that contained in the Pension Board's Annotations above quoted, and that there can be said to be no accepted practice to be deduced from the few cases referred to. The lack of unanimity among the witnesses made it impossible to determine with any degree of certainty what practice would have been adopted if cases had come up, although it was thought that, notwithstanding the Annotations, pension would have been refused.

(*l*) In the summer of 1921 the Pensions Board's staff was absorbed by the D.S.C.R., and later Dr. Arnold, the Director of Medical Services of the D.S.C.R., became also Chief Medical Advisor of the Pensions Board. The G.W.V.A. says that shortly after this it was realized that there was a departure from the policy of pensioning a man who had served in France for whatever disability he had on discharge.

(*m*) Shortly after Dr. Arnold became Chief Medical Advisor, hypothetical cases were put to him questioning as to whether a man who served in France was pensionable for a disability which was exactly the same on discharge as on enlistment. Dr. Arnold also found no unanimity of opinion as to whether a man who had been pensioned on account of an aggravation on service would have that pension cut off if aggravation disappeared.

(*n*) Dr. Arnold asked for a ruling on these two points, and the Minute of September 29, 1921, was passed by the Pensions Board setting out: (A) that Section 25 (3) did not apply unless the applicant was entitled under Section 11; (B) that when the service aggravation had disappeared the pension ceased; and (C) that the decision as to whether the aggravation had disappeared was purely medical, and dependent on the circumstances of each case. (A) will be considered first.

(*o*) The ruling that a man must be entitled under Section 11 before getting the benefit of Section 25 (3) imposed a definite limitation on the interpretation which had been contained in the Annotations of 1919. It was the first time such a ruling had been put on record in writing. The Commission considers that some notice and explanation should have been given that the strict interpretation of the Act had made this ruling necessary.

(*p*) The Minute was passed to the Assistant Medical Advisors at Head Office but was not sent out to the units.

(*q*) As to the contention of the G.W.V.A. that the ruling was not correct in law, the Pensions Board is its own interpreter at least in actual cases and possibly by express though abstract rulings such as this. There are, however, considerations which might justify an interpretation in conformity with the Annotations, i.e. either: that "pension" as used in Sec. 25 (3) may not mean the net pension under Sec. 11, but denotes an award which includes a percentage for pre-enlistment disability because the section provides that the pre-enlistment disability is not to be deducted from it, and that the section therefore, by using the word "pension" in this sense, grants a prima facie pension for the whole of the discharge disability and at the same time prevents the deduction of the pre-enlistment disability; or, that Section 11 gives prima facie a pension for whatever disability exists on discharge which can then be reduced or extinguished by showing the pre-enlistment disability.

(*r*) On June 15, 1922, when the telegram under investigation was published, the Pensions Board obtained an opinion from the Department of Justice which confirmed their ruling that a man must be entitled to pension under Sec. 11 before the provisions of Sec. 25 (3) applied. The Commission considers therefore that for the purposes of this investigation this ruling of the Pensions Board is to be accepted. This opinion also advised that the Pensions Board, in granting pension where the disability had only progressed normally, may have been more favourable to the applicant than the strict interpretation of the law would justify.

(*s*) The existence of the Minute of September 29 was not known by the G.W.V.A. until May, 1922, when a copy of it was received through the mail from an undisclosed source. The G.W.V.A. had however known that, since the summer of 1921, there were individual cases of pension being discontinued on the ground that the disability had pre-existed enlistment and had not progressed on service.

(*t*) The Minute was produced by the G.W.V.A. before the Parliamentary Committee of 1922 as ground for the claim that secret regulations had been issued by the Pensions Board which restricted the rights of applicants under Sec. 25 (3). The Pensions Board filed a written statement that the Minute confirmed what had always been the "interpretation of the policy of the Board," and that the Board's construction had always been that simple normal progression of disability on service entitled a man who had served in France to pension. The statement indicated further that "it was found" that there was an "occasional and rare case" where the condition on discharge was the same as on enlistment, and that the question "then arose" whether these cases would be pensionable, and that the Board interpreted the Act to mean that Sec. 25 (3) would be modified by Sec. 11 and pension would not be payable. It pointed out also that to interpret the Act to mean that pension should be granted where—

> there was no claim on the part of anyone that service had in any way affected the condition or that there had been progression on service: or in other words that the man entered the service and left it in exactly the same condition would be to change entirely the principle upon which pensions are granted and would be contrary to the statutes.

As to this latter statement it should not be forgotten that the interpretation which admittedly gave a man a 25 per cent pension for a disability, 20 per cent of which might have existed before he ever enlisted, showed that the statute did not confine pensions to what actually occurred on service.

(*u*) As to extent of the effect of this interpretation, it depended entirely on the medical findings. There were at least seven or eight cases out of one hundred

before the Commission in which it was found that there was no progression and pension was refused. It is quite possible therefore that the cases which could be affected were not so infrequent as might have been supposed.

(*v*) Before the Parliamentary Committee, the Chief Medical Advisor urged that the fears of the G.W.V.A. were groundless, and that the effect would be practically negligible; but at the same time he stated that if the ruling were not made, low category men would be entitled to the benefit of Section 25 (3) and the effect would be tremendous. The Commission questions whether the ruling affects low category men any more than A1 men.

(*w*) The Commission considers that the effect of the interpretation contained in Sec. A of the Minute of September 29 may result in the refusal of pension to a substantial number of applicants who would have been entitled under the construction of Sec. 25 (3) contained in the Annotations of 1919. These would be: (*a*) cases where there has been no progression on service; (*b*) cases of death or disability coming within the 1920 amendments which require that they be shown to be attributable to service; and (*c*) cases pensioned because of progression on service, but in which increases of pension in accordance with the progress of the disability after discharge will be refused.

(*x*) Sections B and C of the Minute of September 29 remain to be considered. The effect of these sections is that, where pension has been awarded because of aggravation or progression on service, it is to be cut off as soon as the portion representing the aggravation or progression according to medical opinion has disappeared.

(*y*) This question was also dealt with in the opinion of the Department of Justice which does not clearly confirm the Pensions Board's ruling; but in view of the exclusive jurisdiction of the Pensions Board hereinbefore referred to which may possibly apply to general rulings such as this, the Commission considers that the ruling of the Pensions Board is to be accepted for the purposes of this investigation; Section 25 (1) however, affords strong ground for a different construction.

(*z*) As to the practice up to September, 1921, the Commission considers that because of the general understanding among the Medical Advisors (with two exceptions) that aggravation could not be said to have disappeared so long as any disability remained, the practice had been to make no finding that the aggravation had disappeared, but to continue the pension until the whole disability should cease.

(*aa*) Dr. Arnold asked the Pensions Board for a ruling as to whether, when the aggravation had ceased, pension ceased. This was particularly desired in view of the opinion of two of the medical advisors, who considered that, if the aggravation had ceased, pension should cease. The Minute of September 29 was received to the effect that pension should be cut off where the aggravation had disappeared, and Dr. Arnold was told that that was the law and that the Pensions Board would have nothing to do with the question of medical interpretation. The Commission considers that, where the personnel of the Pensions Board contained two medical men, the responsibility should have been taken by the Pensions Board itself to ensure that pension was not cut off so long as any disability remained according to the accepted understanding.

(*bb*) It was immediately agreed by the Medical Advisors that in no case would a finding be made that aggravation had ceased so long as any disability remained. Unfortunately, although they had the Minute, this agreement practically annulling it was not communicated to Dr. Bond nor to Dr. Barnes, who had been of a different opinion.

(*cc*) In February and March, 1922, Dr. Bond and Dr. Barnes both made rulings in actual cases cutting off pension because aggravation had ceased. The

Minute was expressly quoted as authority for cancelling the pension in one of these cases. Another of these cases was brought to the attention of Dr. Arnold who took pains to see that Dr. Bond and Dr. Barnes understood what had been agreed on. There were at least two other cases in February and March, 1922, in which similar rulings were made. The grounds for these rulings were new in the experience of the G.W.V.A.

(*dd*) As has been stated, the Minute came to the attention of the G.W.V.A. in May, 1922, and was considered to be the cause for the adverse rulings which had been received. Without disclosing its knowledge of the existence of the Minute, the G.W.V.A. discussed the matter with the Pensions Board which claimed that there was no change in practice.

(*ee*) The effect of Dr. Arnold's evidence before the 1922 Parliamentary Committee was that Section B as drafted did not represent what was done in actual practice, because, instead of the pension being cut off when the aggravation ceased, as stated in the Minute, it would continue until the disability disappeared.

(*ff*) On June 19, 1922, Dr. Arnold wrote the Toronto office that the interpretation to be placed on Section B was not in accordance with the wording of the section and that, where pension was once awarded under Section 25 (3), there then would be no distinction between aggravation and original disability, and that Section B must be interpreted to mean that the whole disability must have disappeared before pension ceased.

(*gg*) On June 22, 1922, (after the publication of the telegram), a letter was sent out, on Dr. Arnold's instructions in connection with one of these cases, stating that it had been decided that as long as any disability remained it would be considered that some aggravation still presisted, and that the man would be pensionable for his whole disability; an instruction to be issued concerning this point.

(*hh*) On June 26, a general instruction was issued by Dr. Arnold stating that it was agreed for practical purposes that, unless disability had ceased or was considered to be negligible, Section B would not be applicable. This in effect was a direction that this Section was to be disregarded.

(*ii*) The Commission considers that Section B of the Minute did not set out the practice, and that the verbal understanding arrived at between the medical advisers (which left no room for the operation of the Section) was necessary to correctly describe this practice.

(*jj*) So far as the evidence shows, only a very few cases have been adversely affected by Section B. The subsequent written instructions sent out should obviate further adverse decisions on this ground.

(*kk*) The Commission is convinced that there is grave doubt as to whether the interpretation contained in the Pensions Board's Minute of September 29, 1921, requiring pensionability under Section 11 before Section 25 (3) is applicable, was contemplated or intended at the time the Statute was passed; and it considers that the effect of this interpretation should be brought to the attention of Parliament for such action as may be considered advisable.

(*ll*) The Commission is further of opinion that, in view of the circumstances hereinbefore set out as to the application of Section B of the Minute of September 29, 1921, all cases within the provisions of Section 25 (3) in which pension has been discontinued on the ground that aggravation or increase of the disability on service has ceased or disappeared, should be reviewed and adjusted on the basis of the ruling contained in the general instruction of June 26, 1922, above referred to.

PART FOUR

COMPLAINTS RE RETURNED SOLDIERS' INSURANCE ACT

Amplifying its original telegram, the G.W.V.A. claims:—

(*a*) That regulations were secretly introduced under which the Board assumed power to reject applications for insurance policies, under the Returned Soldiers' Insurance Act, on medical grounds, despite the decision of Parliament that such insurance would be available to all qualified applicants without regard to condition of health at the time of application.

(*b*) That the aforesaid regulations have been illegally concealed and that adverse decisions have been rendered thereupon without disclosing same to the individuals affected, thus causing great distress and dissatisfaction.

The substantiation or not of these complaints may probably be best followed by giving the history of the Returned Soldiers' Insurance Act (10-11 George V. Chap. 54 assented to July 1, 1920, and effective September 1, 1920) from its inception and its application to date.

The Special House Committee on Soldiers' Civil Re-establishment (Chairman Hon. J. A. Calder) Third Session of the Thirteenth Parliament, in the autumn of 1919, in its proceedings (Page 361) states that a Resolution from the Army and Navy Veterans in Canada was laid before it thus:—

Whereas a large number of men who enlisted during the late war are so placed financially that they are unable to make suitable provision for their dependents, other than by way of life insurance;

And whereas a large number of men, who by reason of disabilities incurred *while in service* are now unable to procure life insurance;

And whereas certain provisions have been made by way of pensions and allowances paid during the lifetime of the said men, but no provision made, after their decease *for their dependents;*

And whereas it is in the interest of Canada that such men should not be penalized, and their dependents be made to suffer by reason of no such provision having been made;

Now therefore we, the Dominion Executive of the Army and Navy Veterans in Canada, do urge upon the Federal Government the urgent necessity of issuing life insurance policies to all pensioners and other returned men at present unable to obtain life insurance through *disabilities occasioned by their service*, who may apply for same, in a sum not to exceed two thousand dollars, ($2,000), and that the premiums charged be those now in force for an A1 risk for a straight life policy, and based upon the attained age of the applicant, said policies to designate as beneficiaries, *applicants dependents only*, and the amount written to be payable only on the death of the assured.

Page 659 of same proceedings mentions that Mr. C. G. MacNeil, Dominion Secretary of the Great War Veterans' Association, submitted a memorandum mentioning, amongst other matters, further requirements of re-establishment as follows:—

(*d*) Life insurance facilities for disabled men debarred from the benefits of ordinary life insurance enabling them to safeguard the future of *their dependents.*

In its report to the House (Page 54) the Committee says:—

> Suggestion (21)—Various suggestions were made to your Committee with a view to obtaining assistance for those ex-members of the forces who, because of *disability incurred on service* are debarred from obtaining insurance at prevailing rates from insurance companies or fraternal organizations.
>
> Recommendation.—Your committee feel that further investigation by experts and actuaries is necessary before an intelligent recommendation in this matter could be made to Parliament. They consider the matter worthy of fullest consideration, and that such investigation should be made with a view to ascertaining the feasibility of working out a just and equitable plan.

In the following session of 1920, Special Committee on Pensions and Re-establishment (Chairman Mr. Hume Cronyn) received a Resolution from the Great War Veterans' Association, thus:—

> Whereas many ex-members of the Canadian Expeditionary Forces are suffering from disabilities incurred *while on active service,* which disabilities prevent them from securing life insurance *for the protection of their dependents.*
>
> And whereas physical fitness was proven by medical examination before enlistment, and, therefore, subsequent disability must be considered as *resulting from active service.*
>
> And therefore be it resolved, that we, The Great War Veterans' Association of Canada, in Convention assembled, urge upon the Government the immediate necessity of State assistance to all returned men anxious to take out life insurance to enable *disabled men* to be in a position to *secure protection* in any recognized form of life insurance, at standard rates; the Government of Canada assuming the responsibility of payment of any increase in rates due to physical or mental deficiencies *resulting directly or indirectly* from war service.
>
> And further be it resolved, in view of the fact that the Parliamentary Committee in September, 1919, recommended an immediate investigation of this problem by actuarial experts we profoundly regret the delay of the Dominion Government in acting upon this recommendation, and, further, in view of the Acting Prime Minister's pledge given recently, we urge immediate legislation to meet one of the most urgent problems confronting our comrades.

This Special Committee of 1920 was largely instrumental in bringing into being the Returned Soldiers' Insurance Act of 1920 (Chap. 54) as now in the Statutes.

The main provisions of this Act are:—

> *Section 3.*—The Minister may enter into an insurance contract with any returned soldier *domiciled and resident in Canada* or with any widow *so domiciled and resident,* providing for the payment of five hundred dollars on any multiple thereof, not, however, exceeding five thousand dollars, in the event of the death of the insured (underlined portions struck out in 1921).
>
> *Section 13.*—The Minister *may* refuse to enter into an insurance contract in any case where there are, in his opinion, sufficient grounds for his refusing.

Section 15.—No *medical examination* or other evidence of insurability shall be required in respect of any contract, issued under this Act; Provided, however, that the Minister *may*, for the purpose of determining whether he shall refuse to enter into a contract of insurance in any case under the provisions of Section Thirteen of this Act, *require such medical examination* or other evidence of insurability of the insured as he may deem necessary.

Section 20.—No application for insurance shall be received under this Act after the first day of September, nineteen hundred and twenty-two (Extended in 1922 to September 1, 1923).

During the preparation of the original Act, the 1920 Special Committee questioned Mr. G. D. Finlayson, Superintendent of Insurance of the Department of Finance, and largely responsible for the framing of the Act, as to the reason for Section 13 (formerly Section 11 in draft of the Act). He says (Page 386 of Committee Proceedings and Record p. 1729):—

> The Minister *may decline* to enter into an insurance contract in any case where there are in his opinion sufficient grounds for his doing so.
>
> I think that there would be excluded men whose disability is *self-inflicted*, and it would rule out the case of disability caused by a man's immorality; syphilitic disability would probably be ruled out. There might be other cases where collusion was apprehended, *fraudulent insurance*. I think the Minister should have the right to *refuse such cases as that*. It is possible that those cases which should be ruled out should be more definitely mentioned in this Bill. That is, I think, a question for consideration as to whether we should go still more into detail.

(Comm. Proceedings p. 429 Record P. 1731) Mr. Finlayson repeats:—

> It is intended that the Minister should have the right *to decline* to enter into a contract where a man is disabled through *self-inflicted injuries*, or through *immorality*. It is intended to debar *syphilitic cases*. I think there would be a very strong objection to this insurance being issued upon the lives of *syphilitics*.

(Comm. Proceedings p. 430) The Chairman, Mr. Cronyn:

> I think the value of this clause is in the fact that there is always a class of the community *who start out to beat any scheme*. We cannot see what possible devices may be resorted to for taking *undue advantage* of it.

Relative to proviso to Section 15, concerning medical examination, it is explained by Mr. Finlayson (Comm. Proceeding p. 387 and record p. 1730):—

> *By Mr. White:*
>
> Q. Would soldier applicants be subject to the same medical examination as ordinary applicants for insurance?—A. There is no medical examination in this insurance.
>
> *By Mr. Cooper:*
>
> What about a syphilitic case?—A. In most cases the man's medical history would show.
>
> Q. What is a *medical examination in effect?*—A. It is an examination of the medical history of the man. *To that extent*, it would be necessary for *an examination* to be made if a disability of *that nature* is believed to exist.

By Mr. Edwards:

Q. You say there is no *medical examination.*

The CHAIRMAN: I am afraid we are anticipating again. We shall reach that in Section 13 (changed to 15 in Act as sanctioned).

WITNESS: Section 12 simply provides for the methods of premium payment. He may pay either in single premiums or for life or what is known as ten-year, fifteen-year, or twenty-year payment life; or he may pay premiums until he reaches the age of sixty-five years. These are the ordinary standard life insurance contracts. They are found to be the most convenient for the average man.

By Mr. McNutt:

Q. What happens if he fails to pay the premium?—A. The policy lapses. Section 13. "No medical examination or other evidence of insurability shall be required in respect of any contract issued under this Act." I think that if *we imposed a medical examination, except for the purpose of enabling the Minister to decide in cases such as I have mentioned,* it would defeat the purpose of the Act. I do not see that there is any use in us devising a Government Insurance scheme for the benefit of those uninsurable and *then requiring them to pass a medical examination.*

On Page 483 Comm. Proceedings and Record p. 1732:

Mr. GRIESBACH: I am not a member of the Committee, but I am interested, and I would like to ask if the discussion now going on refers to the cases of soldiers who were, by reason of their services, rendered incapable of taking ordinary insurance, and if it embraces all such cases.

The CHAIRMAN: Yes, General, it does. We have had I think three days consideration of a Bill which has been suggested to that effect. We are considering it in executive session before reaching a conclusion.

Mr. CLARK: It emmbraces more than that, it embraces all soldiers whether disabled or not.

The CHAIRMAN: *Without medical examination,* without relation to their disability, the rate to be based on age.

On Page 488 Comm. Proceedings and Record p. 1732 Mr. Finlayson continues:

By Mr. Nesbitt:

Q. If he was disabled afterwards it would not affect his soldier policy?—A. No.

By Mr. McCurdy:

Q. Just following that suggestion of Mr. Murphy's, what work is planned for determining who shall be eligibles. Must a man have been refused by the insurance company?

Mr. NESBITT: No it is *open to all soldiers.*

Mr. MCCURDY: Before he is entitled to the insurance?

WITNESS: *The only condition is that he shall have* served, enlisted or been enrolled or drafted in service in the Canadian Naval, Military or Air Forces.

By Mr. McCurdy:

Q. Even if he never left Canada?—A. Even if he never left Canada, and even if he never left the farm or shop.

In its report to the House (page 15) the Committee says:

The Chief features of the Bill are:

1. Any returned soldier, sailor or nurse domiciled and resident in Canada, and in certain cases the widow of any returned soldier or sailor may insure with the Dominion of Canada to an amount of from $500 to $5,000.

2. This insurance will be granted *without medical examination* and will therefore be available *to all no matter what may be their condition of health.*

During the following debate in the House, Hansard of June 23rd, 1920 (Page 4054) and Record (p. 1742):—

Mr. McMaster: As no medical examination is required, is no one charged with the duty of seeing that the insured is not on the point of death?

Mr. Cronyn: The Bill would be of no avail to the disabled soldier *if there were to be a medical examination.* It mmust cover, as the Hon. Member has just said, the man on the point of death as well as the normal man. The only protection to the country in the case of a man who is so disabled that his life is short arises from the fact that, under the provisions of Section 10, if the insured's death is due to war service and his dependents are pensionable, they do not draw any benefit from the insurance policy, but they are entitled to a return of the premium with interest. If, however, his death is due to natural causes, his dependents get the benefit of the policy.

From the above it is made abundantly clear that, although by Sections 13 and 15 the Minister was given the absolute power to refuse any application for insurance or order any medical examination he saw fit, it was the understanding of the farmers of the Bill and of those who took active part in the discussion in connection with it, that this power was to be exercised only in cases of self-inflicted wounds, suspected immoral conduct or fraud, and that even death-bed applications were not to be debarred. The Act went much further than the Veterans' Resolution ever prayed for, in that the applicant without dependents was to be only exactly the same footing as the one with dependents, and in that it was not necessary to show that the physical condition of the applicant was in any way connected with service. This was offset by the insertion of a time limit shutting out applications after a period of two years.

By Order in Council P.C., 1968 of August 18th, 1920, the Pensions Board was entrusted with the administration of the Returned Soldiers' Insurance Act. The Board thus became the agents of the Minister of Finance and responsible for the preparation of contracts of insurance and the general policy under which contracts were issued, pursuant to the regulations of the Hon. the Minister of Finance. From the start Major C. B. Topp, D.S.O., M.C., was made the executive officer of the Pensions Board in connection with insurance matters.

By subsequent Orders in Council 1187 of April 12th and No. 2722 of August 17th, 1921, the administration of the Insurance Act was transferred to the Department of Soldiers' Civil Re-establishment, but it was provided that the Pensions Board should through the D.S.C.R. lay down the policy to be followed in the administration of the provisions of the Returned Soldiers' Insurance Act. The Department of Soldiers' Civil Re-establishment placed the Act under its Director of Administration continuing with Major C. B. Topp, in charge of the Returned Soldiers' Insurance Division, as active head for administrative purposes.

The evidence before this Commission shows that the Pension Board originally, and for over fifteen months thereafter, administered Sections 13 and 15 of the Act in accordance with the understanding mentioned above. The door

was wide open and applications for insurance, even so-called death-bed applications, were accepted without medical examination, so long as death did not occur before the usual time for delivery of the policy. The only restrictions were in cases of suspected fraud or impaired health resulting from immorality or self-inflicted wounds.

In the course of making know the advantages of the Act, representatives of the Pensions Board made public declarations at meetings of ex-service men, and literature was circulated emphasizing the fact that the Act was "for ex-members of the forces not in sufficiently good health to obtain insurance in the ordinary way" and that "medical examination is not required." This literature was in circulation and officially distributed up to as late as September, 1922. (Record p. 1058-1070, 1736, 1740 and 1770-1772).

The circumstances leading up to a change of policy whereby the physical condition of the applicant was to enter into the question of his right to insurance, are shown in the records of correspondence and interviews between the Minister of Finance and the officials administering the Act. Evidently cases had arisen where the applicant was in extremis when the application was made and had died before the policy was issued.

On December 15th, 1920, (Ex. 67 H.D.D. Record p. 1812) the Pensions Board proposed certain regulations, as set out in the following letter:—

OTTAWA, December 15th, 1920.

Hon. Sir HENRY DRAYTON, K.B.,
Minister of Finance,
Ottawa, Ont.

SIR,—I have the honour to refer to the question of whether death-bed applications for insurance shall be accepted, and to submit herewith for your consideration a form of procedure which has been agreed upon between this office and Mr. Finlayson, Superintendent of Insurance.

(1) Policies will come into force on delivery. This will be on the average, two weeks from date of receipt of the application at Ottawa.

(2) Should claims occur before delivery of the policy, special investigation will be made of circumstances. If delivery of the policy has been unduly delayed, or if, in the opinion of the Commissioners, there are other modifying circumstances, the claims may be admitted.

(3) In no case will a claim be admitted if a death occurs before the application has been examined and approved and so marked in the usual course by the Department.

It is recommended that this procedure should be applied to all claims that have heretofore occured, or that occur hereafter. Subject to your approval, it will be unnecessary to incorporate this procedure in an order in council as it can be put into effect as a detail or administration.

Yours faithfully,

(Sgd) C. B. TOPP,
for Chairman,
Board of Pension Commissioners for Canada.

These regulations were approved by the Minister on December 17th, 1920.

As will be seen the above regulations only affected the exceptional cases where there might have been, as a matter of law, no liability on account of the policy not having actually been delivered when death occurred, and contained no suggestion that there should be any right to refuse an application where the applicant was still living, no matter how ill he might be. The same subject of death-bed applications was dealt with, in a letter dated April 25th, 1921 (Rec

p. 1813 from Major Topp to Colonel Margeson for the Pensions Board, in which he refers to the procedure adopted as above and states it was only to apply in cases of fraud, and that the matter is being considered by the Parliamentary Committee then in Session, and that the opinion of the sub-Committee is understood to be that all claims should be admitted if the applicant had completed his application and paid his first premium, regardless of how quickly death might ensue.

On June 15th, 1921, (Record p. 1813) Major Topp wrote the Pensions Board thus:—

OTTAWA, June 15, 1921.

The Commissioners,
Returned Soldiers' Insurance,

RS1 4-3-11.

The following recommendation was made in respect of so-called death-bed applications by the Parliamentary Committee;

That regulations under the Act be framed to provide that the approval by the proper officer of an application for insurance and receipt of the initial premium due thereunder shall, in the absence of fraud, have the same effect as delivery of the policy to the assured. Cases already dealt with affected by such regulations to be reviewed.

The opinion of the Committee upon this subject was that in every case in which an individual had completed his application in the proper way, and had paid his premium, a claim should be admitted even if death occurred prior to the delivery of the policy. *It was, in the opinion of the Committee, a matter of considerable doubt whether the Government could legally refuse to admit a claim after having accepted the application and premium, even if the applicant was actually at the point of death when he signed his application. This opinion was based on the Section in the Act providing that no medical examination or other evidence of insurability shall be required.* The Committee was further of the opinion that the Act should be given the most generous possible interpretation when the beneficiary is a dependent of the insured, not eligible for pension, such for instance as the case of a widow married after the appearance of her husband's disability.

In view of the above considerations, it is recommended that in all cases where an applicant dies before the issue of his policy, but subsequent to receipt of application and payment of premium, the claim may be admitted if it is established that the beneficiary was dependent upon the applicant for support. It is further recommended that the following procedure be carried out in all other cases in which death occurs before the issue of the policy.

(1) Contracts will become effective in the absence of fraud upon the approval of the application by the responsible clerk. As a general rule this will be within two days of its receipt in Ottawa.

(2) In cases where application is made from a point more than three days distant from Ottawa, and death occurred before it has been approved the application shall be considered as having been approved in the usual course, if it is in order.

(3) In every case in which death occurs before the issue of the policy a special investigation will be made and a sworn statement from the medical attendant of the applicant setting forth his physical condi-

tion at the time of application will be required. *An application will be regarded as having been fraudulently made if it is shown that the applicant at the time of making application was languishing at the point of death.*

It is proposed to continue the present practice of withholding delivery of policies for fourteen days from date of application as it would strengthen the hand of the department in refusing to admit a claim should it be desirable to do so if the policy had not actually been delivered.

Submitted for your consideration.

(Sgd.) C. B. Topp,
Head of Branch

CBT/M.

The principle laid down in the last sentence of paragraph (3) above was entirely new, and marks the first suggestion of the later policy requiring a certain standard of physical condition at the time the application was made. This suggestion would not only apply to the cases which were the subject of discussion, namely those in which death occurred before the issue of the policy, but would, if adopted, authorize the refusal of an application even though the applicant might live for many months. On June 23, 1921 (Record p. 1814), a suggestion was made in a memorandum from Dr. Arnold, Director of Medical Services, to Major Topp that the words "*had reason to believe that he could not recover, and that death was imminent*" be substituted for "*was languishing at the point of death.*

There is no evidence that any action was taken on these proposed new regulations, and, as will appear, they were re-drafted and the revised regulations were submitted to the Minister on July 19, 1921.

Conferences between the Minister, the Pensions Board and Major Topp were held at different times, of which the only record appears in memoranda made by Major Topp and submitted as evidence before the Commission. Major Topp qualified these memoranda as being simply notes made by himself for future reference, outlining his personal impressions of what took place and his understanding of individual cases which he thought debatable, and not necessarily as stating the official view of the Pensions Board. The correctness of these notes was not questioned in any way by either of the parties to this investigation.

On July 19, 1921, one of these conferences took place between the Minister of Finance (Sir Henry Drayton), Colonel Thompson, Mr. Finlayson and Major Topp, in which the proposal was definitely made that medical examination or certificate should be required in certain cases. Major Topp's memorandum of this conference is as follows (Record p. 1815):—

"RS1 17-2-3.

July 19, 1921.

Death-bed applications.

A conference was held in connection with the marginally noted subject this afternoon, between Sir Henry Drayton, Col. Thompson, Mr. Finlayson and the undersigned. The *procedure next attached* was submitted to the Minister for consideration.

Col. Thompson made strong representations to the Minister to the effect that it was never the intention of the Government in passing the Insurance Act to accept applications for insurance from individuals languishing at the point of death. He felt that *a medical examination or certificate should be required* of every individual making application while in hospital or receiving medical treatment. If such examination or certificate disclosed the applicant as being in *imminent danger of death*

from some injury or disease *not attributable* to war service, he would *refuse* to accept the application. This view was opposed by Mr. Finlayson and the undersigned on the ground that it would *defeat the original intention of the scheme*, and that it would enormously increase the expense and difficulty of administration. Mr. Finlayson said that in originally considering the scheme the Government was *fully aware* of the fact that a number of individuals in serious physical condition from causes *other* than war service would be insured, and for this reason the *time* during which applications would be received was *limited*. It was also pointed out that it would be a very difficult matter for medical men to agree on what constituted 'imminent danger of death."

The Minister felt that some form of *medical examination would be desirable* to prevent individuals from *deliberately delaying application* until the point of death, but before giving a final decision he requested that valuations of policies issued up to date be prepared to show the condition of the Reserve Fund in its relation to the present high rate of mortality among policy holders. In the meantime death-bed claims would be dealt with under the procedure previously approved.

(Sgd.) C. B. Topp.

The procedure referred to in above memorandum follows (Record p. 1816):

In connection with the administration of the Returned Soldiers' Insurance Act, your attention is invited to the following recommendation in respect of so-called "death-bed" applications for insurance, made by the Select Committee of the House on pensions, insurance and re-establishment.

That regulations under the Act be framed to provide that the approval by the proper officer of an application for insurance and receipt of the initial premium due thereunder shall, in the absence of fraud, have the same effect as delivery of the policy to the assured. Cases already dealt with affected by such regulations to be reviewed.

This recommendation makes it necessary to alter the procedure for dealing with such cases approved by you in December, 1920, and it is suggested that it be cancelled and the following substituted therefor:

1. Policies will come into force upon approval of the application by the proper officer.

2. Applications will be approved, as a general rule, seven days after the date of receipt in Ottawa.

3. In every case in which death occurs after the approval of an application by the proper officer, but before the policy has been mailed, special investigation will be made if necessary and a sworn statement of the medical attendant of the applicant setting forth his physical condition at the time of his application will be returned.

4. Cases in which death occurs before the approval of an application by the proper officer, may be given special consideration. If the approval of the policy has been unduly delayed, or if, in the opinion of the Commissioners, there are other modifying circumstances, the claim may be admitted.

It is proposed to continue the present practice of mailing policies fourteen days from the date of receipt of application in order to permit of investigation, if necessary, in all cases where death occurs within a short time of making application.

The net result of this interview was that there were two matters discussed with the Minister:—

(*a*) The suggestion by Col. Thompson that medical examination should be required in certain cases; and

(*b*) The recommendation of the Parliamentary Committee to the effect that new regulations be framed which would provide that as soon as an application was approved it was to be in force, instead of the existing regulations that the policy was not in force until delivery, and that cases be reviewed in the light of the new policy.

Coupled with this recommendation of the Parliamentary Committee were the foregoing proposed new regulations, framed by the Pensions Board, purporting to carry the recommendation into effect. According to the memorandum the Minister withheld action both as to the suggested medical examination and as to the new regulations, giving instructions that a valuation be prepared of policies in force to date, and that the existing regulations (December 17, 1920) continue in the meantime.

Before the valuation of policies required by the Minister was completed, a number of cases came up in which payment of insurance was refused on account of death occurring so soon after application that it was impossible to issue the policy. Apparently (but there is not sufficient evidence to state positively) these cases were such that insurance would have been granted if the recommendation of the 1921 Parliamentary Committee had been carried out. This apears from a letter of October 11, 1921, (Record p. 1817) to the Pensions Board from Major Topp.

According to a further letter from Major Topp to the Pensions Board dated December 2, 1921, (Record p. 1818) the valuation of policies had been completed between October 11, and that date, and on account of the information thus received the Minister considered no further action necessary. The letter is as follows:—

RETURNED SOLDIERS' INSURANCE MEMORANDUM

To—the Commissioners,
From—the Returned Soldiers' Insurance,

OTTAWA, December 2, 1921.
17-2-3.

Death-bed Applications.

The Parliamentary Committee in its report to Parliament at the last session made the following recommendation:

That regulations under the Act be framed to provide that the approval by the proper officer of an application for insurance and receipt of the initial premium due thereunder shall, in the absence of fraud, have the same effect as delivery of the policy to the assured. Cases already dealt with affected by such regulations to be reviewed

On July 19, Col. Thompson, Mr. Finlayson and the writer met the Honourable, the Minister of Finance to discuss the proposed regulation. The Minister declined to give a ruling, pending the valuation of the Returned Soldiers' Insurance Fund, which he requested Mr. Finlayson to have prepared. In the meantime his instructions were that regulations originally approved should remain in force. These regulations provide for the admission of claims occurring after the approval of the application, but before delivery of the contract, only in the discretion of the

Commissioners. The Special Committee's report which was adopted by Parliament recommends the admission of all claims after approval of the application, whether the contract has been delivered or not.

The valuation requested by the Minister has been prepared and it has been submitted to him by Mr. Finlayson, who informed the writer, that Sir Henry does not consider any further action necessary, the present premium income being more than ample to meet claims occurring at the present rate. Mr. Finlayson's opinion is that there will be no deficit to be provided for on account of insurance for at least five years, and probably ten years, there being no reason to suppose that the rate of mortality in the future will exceed that experienced during the first year. The possibility is that it will be lower, since it is not unreasonable to suppose that the seriously impaired lives were among the first insured. He does not think that any further action in the direction of having a new regulation made is necessary.

As the matter stands at present no action whatever has been taken to give effect to the recommendation of Parliament, these cases still being dealt with in exactly the same manner as before the recommendation was made, and it is brought to the attention of the Commissioners, for any steps that they may deem necessary in the way of discussing the question with the Minister before the election.

(Sgd.) C. B. TOPP,
for Director of Administration.

CBT/M.

Compilation of December, 1921, records showed that death claims increased materially over November and that a considerable number of death-bed claims were from beneficiaries who were not actually dependents of the insured (Record p. 1780 et seq).

The Pensions Board felt that the situation was becoming very serious, and that the whole matter should be brought to the attention of the Hon. the Minister of Finance. It was pointed out that there were from 450,000 to 500,000 returned men eligible for insurance, and that, with the policy of administration then in force, there was nothing to prevent any one of these men from making application for insurance just a short time before death, so long as this application was within the time limit of the Act, then September 1, 1922. Further attention was called to the danger of exploitation of the scheme.

The Commission cannot see that the possibility of exploitation was any greater at this particular time than when the Act was passed.

On the 16th of January, 1922, a letter explaining the whole situation was sent by the Pensions Board to the new Minister of Finance, Honourable W. S. Fielding (Record p. 1819):—

January 16, 1922.

Hon. W. S. Fielding, P.C.,
Minister of Finance,
Ottawa, Ont.

Dear Mr. Fielding,—Under the Returned Soldiers' Act which has been in operation since September 1, 1920, all who served in the Canadian Forces, as well as those who served in the forces of the Imperial Government or of any of the allied or associated Powers, providing they were domiciled and resident in Canada prior to the war, are eligible to insure their lives with the Government in amounts of from $500 to $5,000, without medical examination.

Within a few weeks of the effective date of the Act the question arose as to whether application should be accepted from individuals who were virtually at the point of death, and claims paid when the policy had not been delivered, or had been in force only for a few days or weeks. The whole question was at that time placed before the then Minister of Finance, who approved the following procedure:

1. Policies will come into force on delivery. This will be, on the average two weeks from the date of receipt of the application at Ottawa.

2. Should claims occur before delivery of the policy special investigation will be made of circumstances. If delivery of policy has been unduly delayed or if, in the opinion of the Commissioners, there are other modifying circumstances, the claim may be admitted.

3. In no case will a claim be admitted if a death occurs before the application has been examined and approved, and so marked in the usual course by the department.

The point was again raised during the deliberations of the joint Special Pensions and Re-establishment Committee of the House in May last. The Committee felt that the regulations made by the Minister were too drastic and was of the opinion that all claims should be paid when the applicant died subsequent to the date of acceptance of the premium in Ottawa, and the approval of the application by the Department. The Committee's recommendation in this regard as contained in its final report was as follows:

That the regulations under the Act be framed to provide that the approval by the proper officer of an application for insurance and receipt of the initial premium due thereunder shall, in the absence of fraud, have the same effect as delivery of the policy to the assured. Cases already adjusted affected by such regulation to be reviewed.

Under instructions of the Minister no action was taken to give effect to this recommendation and the original regulations approved by him are still in operation. Up to date twenty-eight applicants have died before deliveries of the policies and nineteen of the resulting claims have been rejected, six being paid under the discretionary clause of the regulations mentioned. In two cases pension was awarded to the beneficiaries and insurance in these circumstances is not payable.

Up to date some 7,980 policies have been issued, the insurance value being $18,720,500. The total number of death claims admitted is 174, the net liability thereon being $375,000. According to a valuation prepared by the Dominion Actuary, the ultimate total loss on business written during the first year of operation of the Act will be about $2,000,000, the net rate of mortality experienced being five times the tabular rate. Owing to the annuity method of payment the premiums income has, however, been ample to meet all claims so far and it is estimated that there will be no actual deficit on account of this insurance for from five to ten years at least. The premium income is at present nearly $400,000 per annum, and before the closing date, viz: September 1, 1922, it is estimated that it will be in the neighbourhood of $1,000,000 per annum.

The Mortality rate continues to be excessive, eighteen claims of an insurance value of $59,000 having occurred during November and twenty-two claims of an insurance value of $77,500 in December. Policies in these cases had been in force only for a few months and in some instances beneficiaries are brothers or sisters not in any way dependent upon the insured, or having any legitimate claim upon him. The Commissioners feel that as its very liberal nature becomes better known there is a danger

of exploitation of the scheme by such persons and that the time has arrived for rejection of applications made by individuals who are in imminent danger of death. The Minister has power under Section 13 of the Act, to refuse to insure any individual if, in his opinion, there are sufficient reasons for so doing. *The practice has been inaugurated therefore, of demanding a medical examination*, or a statement of the applicant's condition signed by his Physician, when it appears that he is confined to a Hospital or to his home suffering from some serious illness. If medical evidence so obtained indicates that the applicant's expectancy of life is brief the application is *rejected*.

The above is submitted for your consideration and for instructions as to the procedure to be followed when death occurs before delivery of the policy, and also as to whether the Commissioners shall continue to demand medical evidence of insurability in cases where this is deemed advisable.

Yours faithfully,

(Sgd.) JOHN THOMPSON,

Chairman Board of Pension Commissioners for Canada.

The salient points in the letter are:—

(*a*) The statement that the Act provided for insurance without medical examination, which in effect meant that the state of health of the applicant was not material.

(*b*) The statement that the 1921 Committee considered the regulations of December 17th, 1920, (Which allowed fourteen days before the insurance was in force) were too drastic and that policies were to be in force so long as death did not occur before approval of the application, thus admitting certain death-bed claims which would have been rejected under the 1920 regulations.

(*c*) The excessive mortality rate and the danger of exploitation as the benefits of the Act became better known.

(*d*) The opinion of the Board that the time has arrived for rejection of death-bed applications.

(*e*) That a practice had been inaugurated of demanding medical examination or medical certificate in respect of applicants seriously ill.

(*f*) That if medical examination indicated that the applicant's expectancy of life was brief the application was rejected.

As to (*e*) (the practice of demanding medical examination) there is no evidence of any authority from the Minister of Finance for the inauguration of this practice. The last definite instructions of the Minister had been to continue the practice laid down in the regulations of December 17th, 1920, and that no further action as to the suggested new regulations was necessary. (See letter Major Topp to the Pensions Board, December 2nd, 1921.)

Up to this time all that had been done by the Pensions Board was to make representations that death-bed applications ought to be rejected. This letter is the first evidence of the fact that the Pensions Board of its own motion had actually adopted the policy of demanding a medical examination or certificate and there are in evidence two actual instances in which this was done, both of these cases being before February 15th, 1922, and both of them having dependents (Record p. 1882, 1885.)

As to (*f*) (the rejection of those with a brief expectancy of life), although it is definitely stated that the application "is rejected" Major Topp explained that what was really done was to refuse to accept the application in what they considered were death-bed cases and to submit these to the Minister with the opinion

that they were not to be insured (Record p. 1820-2, 1831-4). He further stated that although the wording of the letter would indicate that his practice was actually being followed at the time the letter (January 15th, 1922) was written, there were no applications so dealt with until about the end of January or early in February (Record p. 1787).

There appears to have been an interview between Col. Thompson and the Minister on February 18th, 1922. (See memo Major Topp, dated February 20th, 1922, Record p. 1824) and another on February 22nd, 1922, and a memo made by Major Topp dated February 23rd states the information which he had received from Col. Thompson as to the result of the conference. This memorandum is as follows (Record p. 1828):—

RS1 17-2-3

OTTAWA, February 23rd, 1922.

Death-bed applications.—I was advised by Col. Thompson this morning that he had again seen the Hon. Mr. Fielding in connection with the marginally noted subject, last evening. The Minister's decision after discussing the whole question very thoroughly with Mr. Finlayson and Col. Thompson was as follows:

(1) When an applicant is seriously ill from some cause other than war service application will not be accepted.

(2) When an applicant is seriously ill as a direct result of war service, is unmarried, and has no one actually dependent upon him application will not be accepted.

(3) When the illness is due to service and actual dependency exists, application will be accepted without reference to the man's physical condition.

It is the intention of the Minister to confirm this decision in writing when he returns to Ottawa in about a week's time. Meanwhile the Board will deal with the applications as above indicated.

(sgd.) C. B. TOPP,
for Director of Administration.

Major Topp was not present at the interview and no evidence was given at first hand as to what took place there, but as will be seen on reading the Minister's letter of March 15, 1922, his written decision in connection with the matter was materially less restrictive than that stated in the memorandum. If the policy indicated in the memorandum had been adopted it would in effect have been authority from February 22nd to March 15th, 1922, for the practice stated in the letter of January 15th, 1922, of refusing death-bed applications except those whose illness was due to service and who had dependents. According to the evidence the Pensions Board never rejected applications of the latter type except in one special instance (Record p. 1883.)

Meantime conferences were taking place, and memoranda exchanged between Major Topp and Mr. Finlayson containing various suggestions as to the principles to be laid down, and further information was being prepared for the Minister. (See letter between Major Topp and Mr. Finlayson, March 8th and 10th, 1922, Record p. 1835 and 1836). On March 15th, 1922, the Minister wrote Col. Thompson definitely setting out his conclusions for the guidance of the Pensions Board. The letter is as follows (Record p. 1758):—

MINISTER OF FINANCE, CANADA

OTTAWA, March 15th, 1922.

DEAR COL. THOMPSON:

The Returned Soldiers' Act provides in Section 13:

> The Minister may refuse to enter into an insurance contract in any case where there are in his opinion sufficient grounds for his refusing.

In several instances your Board has declined to accept applications of soldiers whose health is seriously impaired and such cases have been referred to the Minister of Finance for his consideration.

I think it is not desirable that this power of the Minister of Finance to overrule the decision of your Board should be often exercised. It seems to me that it is better that we should have a clear understanding as to the principles which should govern the applications of returned soldiers, and that these should be applied by your Board without reference to the Minister of Finance, unless there are exceptional circumstances which call for a review of the case by him.

Having regard to the obvious intention of the Act which is to enable those soldiers who became uninsurable by reason of the duties imposed upon them by their military service to provide by means of insurance policies, for the maintenance, after their death, of those dependent upon them, it would appear to be undesirable to insure persons whose disability has been caused by their own immoral actions or persons who have no dependents within the class specified in the Act and whose disability is of such a nature that they can be said to have no expectation of life.

I would therefore suggest that the Board refuse to accept an application for insurance from any applicant in impaired health in any case in which it is established,—

> (*a*) that the applicant's impairment is due in whole or part to his own immoral conduct; or
>
> (*b*) that the applicant has no dependents within the classes mentioned in Section 4 of the Act and that his impairment is of such a serious nature that he can be said to have no expectation of life.

Yours faithfully,

(Sgd.) W. S. FIELDING.

Colonel JOHN THOMPSON,

Chairman of the Board of Pension Commissioners, Ottawa.

Paragraph (*a*) of the above regulations simply reiterated what had always been the intention, as shown in the discussion in the Committee and in Parliament at the time the Act was passed, viz: to refuse applications in cases of immorality; but paragraph (*b*) constituted the first written authority to the Pensions Board for refusing insurance on account of the physical condition of the applicant and only affected the case of the man who applied for insurance when he had no expectation of life and who had no dependents within the class of wife, husband, child, grandchild, parent, brother or sister.

The Minister's reference to the obvious intention of the Act as being for the benefit of the dependents, while in line with what has been asked for by returned men did not include, as has been seen, all of whom benefits of the Act has been extended.

The letter of the Minister was answered by Col. Thompson on March 21st, 1922, as follows (Record p. 1760):—

RS1 17-2-3.

March 21st, 1922.

The Honourable W. S. FIELDING,
Minister of Finance,
Ottawa, Ont.

Dear Mr. FIELDING,—I am in receipt of your letter of March 15th containing instructions for the guidance of the Board in dealing with applications for insurance under the Returned Soldiers' Insurance Act.

The Board is fully in accord with your view that it is better that we should have a clear understanding as to the principles which should govern this matter, and that these should be applied without reference to the Minister of Finance, except in exceptional circumstances which call for the review of the case by him personally. The Board is further of the opinion that its interpretation of your instructions should be submitted for your approval in order that it may be in complete agreement with you upon this point. The following is therefore submitted for your consideration:

1. That the term "dependent" as used in your letter shall mean actual dependency for support.

2. That the phrase "no expectation of life" shall mean cases where the applicant is hopelessly ill, such for example a man with tuberculosis or cancer in such an advanced stage that it is certain to cause his death. and will probably do so within a short period.

3. That Section (*b*) of your instructions shall be read with the obvious intention of the Act in view, as set forth in the first paragraph of page two of your letter and shall be interpreted to me that applications shall not be accepted from persons having no expectation of life as a result of impairment from causes other than military service, even though they have dependents within the classes mentioned in the Statute.

Enclosed herewith are several examples of applications received from returned soldiers who are seriously ill with disease not in any way attributable to, or aggravated by, military service, but who have dependents. Cases of this nature do not appear to be clearly covered by your instructions but the Board is of the opinion that such applications should be rejected.

If the Board's interpretation of the above points is correct might it be confirmed, please?

Yours very truly,
(Initialled) J. T.,
Chairman Board of Pensions Commissioners.

The reference in the Minister's letter to the "obvious intention of the Act" was thus taken by the Pensions Board as warranting much more far reaching restrictions than the Minister had specified. Not only were applications from those "with no expectation of life" and *without* actual dependents refused, but it was interpreted to mean that even those *with* dependents "having no expectation of life as a result of impairment from causes other than military service" should be equally debarred.

The Minister evidently felt that he could not go this far in exercising the powers conferred upon him by Sections 13 and 15 of the Act and suggested that, as a Committee of the House had just been appointed to consider returned

soldiers' interests, it would be better to await the Committee's action than to lay down any rigid rule, the whole as appears in his letter of March 30, 1922, to Col. Thompson (Record P. 1764):—

MINISTER OF FINANCE, CANADA,

OTTAWA, March 30, 1922.

DEAR COLONEL THOMPSON,—Referring to your letter of the 21st inst., on the subject of Returned Soldiers' Insurance, it occurs to me that since a Committee has just been appointed to consider the whole question of returned soldiers' interests it will be better for us to await the Committee's action than to lay down at this moment any rigid rule. I suggest, therefore, that in any cases which seem to your Board to be doubtful the matter be reserved and that no further action be taken until the Committee have had an opportunity of investigating.

No doubt the members of your Commission will be asked to assist the Committee in their deliberations and the same may be said of the Superintendent of Insurance.

Yours faithfully,

(Sgd.) W. S. FIELDING.

COL. JOHN THOMPSON,
Chairman, Board of Pension Commissioners,
Ottawa, Ontario.

It is not specifically stated in this letter that the Minister intended that the limited restrictions contained in his letter of March 15 should be held in abeyance pending the Committee's action, but it is apparent that it was intended that no further rules should be laid down respecting the classes under consideration.

As appears from the proceedings of the 1922 Committee (See Committee Proceedings, p. 369), a memorandum was prepared by the Pensions Board under date of April 24, 1922, setting out specifically the procedure which was then being followed (Record p. 1793).

The memorandum was as follows:—

MEMORANDUM OF VARIOUS TYPES OF APPLICATIONS AND COMMENTS THEREON BY THE BOARD APRIL 24, 1922

NOTE.—(*a*) Beneficiaries under the Act are wife, husband, parents (including grandparents and step-parents of either the insured or his wife), child (including adopted child, step-child, grand-child and illegitimate child, if maintained), brother and sister (including half-brother and half-sister).

(*b*) Dependents referred to below mean potential beneficiaries actually dependent upon the insured for support.

CLASS 1—APPLICANTS WHO ARE NOT SERIOUSLY ILL

(*a*) An applicant with dependents, ill with a pensionable disability.
Application is at present accepted.

(*b*) An applicant without dependents, who is ill with a pensionable disability.
Application is at present accepted.

(*c*) An applicant with dependents, ill with a disability that is not pensionable.

Application is at present accepted.

(*d*) An applicant without dependents, ill with a disability that is not pensionable.

Application is at present accepted.

Class 2—Applicants Who Are Seriously Ill

(*a*) An applicant with dependents, seriously ill with a pensionable disability.

Application is at present accepted.

(*b*) An applicant with dependents, dangerously ill with a disability that is not pensionable.

Application is at present refused.

(*c*) An applicant without dependents, seriously ill with a pensionable disability.

Application is at present refused.

(*d*) An applicant without dependents, seriously ill with a disability that is not pensionable.

Application is at present refused.

Class 3—Applications from Persons in so Serious a Condition of Health That They Have No Reasonable Expectation of Life

(*a*) An applicant with dependents so seriously ill with a pensionable disability that he has no expectancy of life.

Applications are at present accepted, and insurance paid, provided death does not occur before approval of the application for issue of the policy.

(*b*) An applicant without dependents so seriously ill from a pensionable disability that he has no expectancy of life.

Applications are at present refused.

(*c*) An applicant with dependents so seriously ill from a disability that is not pensionable that he has no expectancy of life.

Applications are at present refused.

(*d*) An applicant without dependents, so seriously ill from a disability that is not pensionable that he has no expectancy of life.

Applications are at present refused.

CLASS 4—GENERAL

(*a*) The above is the general procedure of the Board. In cases, however, where an applicant with or without dependents is seriously ill with an injury or disease attributable to service or otherwise, and has been ill for many months with a disease which is certain to terminate fatally within a reasonably short time and has postponed taking out insurance until death is practically imminent.

Applications are at present refused.

(b) In cases where an applicant with, or without dependents, whose health has become impaired as a result of immoral conduct prior to enlistment, during service, or after discharge.

Applications are at present refused.

It will be noted that the whole scheme of the memorandum was to divide applicants who were in impaired health into three specific and one general classes according to their state of health; this obviously involved some medical examination. These classes were then sub-divided according to whether or not the applicant had actual dependents and whether or not the disability was a pensionable one, *i.e.*, related to service.

An attempt to sum up a ruling of this kind is always dangerous, but it can be said generally that those who were "seriously ill" at the time of application, even though it could not be said that they had no reasonable expectation of life, would be refused insurance unless they could show *both* that they had *actual dependents* and that their illness was from a *pensionable disability*. It of course followed, and was so laid down, that insurance would be refused to those in a more grave condition of health, namely, having no expectation of life, unless they could comply with the same conditions. Applications from those who were in impaired health, but who were not seriously ill, were accepted regardless of the causation of their illness or of the absence of actual dependents.

This procedure had not been previously put in writing in that form until the matter was submitted to the Parliamentary Committee of 1922, and the memorandum was simply a "crystallization" of the Board's opinion for the information of the Committee. The Board had acted on these lines generally speaking in dealing with applications (Record p. 1787).

To sum up the situation at the time the memorandum was presented, the Pensions Board had the Minister's authority of March 15, 1922, to reject applications where the illness was due to immoral conduct or where a man without dependents was so ill as to have no expectation of life. The Pensions Board also had the Minister's authority of March 30, 1922, that pending investigation by the Parliamentary Committee no further action be taken in cases which seemed to the Board to be doubtful. The Pensions Board in deciding what cases were doubtful adopted the principle afterwards crystallized in the memorandum.

The correspondence and the interviews already referred to show that the cases which had been thought of as desirable to refuse can be comprehensibly described as those in which the applicant was on his death bed. But this memorandum of April 24, indicated that a new restriction was being applied, by including not only death-bed cases, but those where the applicants were only "seriously ill".

The term "seriously ill" was used in the memorandum of February 23, referring to the interview with the Minister, but in the latter's written opinion of March 15, 1922, this term is distinctly qualified by the requirement that the illness must be so serious that it can be said that the applicant has no expectation of life. In the letter of the Pensions Board of March 21, 1922, the term "no expectation of life" is suggested to mean "hopelessly ill, as a man with tuberculosis or cancer in such an advanced stage that it was certain to cause his death and will probably do so within a short period".

The memorandum of April 24, 1922, shows that the practice followed by the Pensions Board was to extend the disqualification not only to those hopelessly ill with a fatal disease in an advanced stage, but to less hazardous risks, namely, those who were seriously ill.

The effect of this practice, as it finally emerged from the circumstances detailed, was to impose consideration of three separate factors:—

(*a*) State of health;
(*b*) Actual dependency of beneficiaries;
(*c*) Relation of illness to service.

Applications coming within the prohibition of the above memorandum continued to be dealt with by the Pensions Board, and it now appears (Record p. 1771 and 1776, 1922 Parl. Comm. p. 370) that up to August, 1922, out of 17,000 applications, 76 were rejected on account of the applicant being seriously ill and without dependents. In addition to these, the Commission is informed by Major Topp that there were 19 applications from men who were seriously ill but not from a pensionable disability, and who had dependents, and that approval of these applications was withheld pending the action of the Parliamentary Committee.

The Parliamentary Committee of 1922, under the chairmanship of Mr. H. M. Marler M.P., sat from April 4 to June 17 and considered, among other matters, amendments to the Returned Soldiers' Insurance Act. The memorandum of April 24, 1922, was forwarded to Mr. Marler, under covering letter from Col. Thompson (Record p. 1796), which urged early consideration of the matter " for the guidance of the Minister of Finance to enable him to formulate regulations for the guidance " of the Pensions Board.

The memorandum was evidently considered by a Sub-Committee, some of the members of which were apparently under the impression that this memorandum contained the regulations which had been in effect since the Act was put into force (1922 Committee Proceedings p. 370).

The procedure contained in the memoraum was eventually approved by the sub-committee and reported up to the main Committee which had passed it for incorporation with its report (Committee Proceedings p. 369).

In the meantime while this procedure of rejecting and withholding applications had been going on, the G.W.V.A. while being aware as a result of complaints in individual cases that a change of policy was apparently taking place, was not cognizant of the reason for the change or the circumstances under which these decisions were being made. The only information it had was the literature and declarations made by the Pensions Board to the effect that no medical examination was required and that the Act itself made no requirements as to beneficiaries having to be actual dependents of the insured, nor that the right to insurance of an ex-service man in impaired health might depend on whether his illness was due to service.

Mr. MacNeil says (Record p. 1748):—

> During the latter part of 1921 and the beginning of 1922 it was brought to our attention that applications for insurance had been made and rejected, the reason given being that the man's expectation of life was so short.

See also Record page 59 where Mr. MacNeil speaks of the evidence given before the Parliamentary Committee of 1922 in which:—

> Col. Thompson and Major Topp made statements . . . . . which revealed a distinct change of policy with regard to the Returned Soldiers' Insurance Act.

And also Record page 60 referring to the evidence given before the sub-committee on insurance in which:—

> A number of individual cases were brought. . . . . it was again revealed to us that a large number of applications for insurance had been rejected for reasons which had never before been considered. This was on the statement of Major Topp, Chief of the Insurance Branch.

Major Topp states that the memorandum:—

> Simply represented a crystallization of the Board's opinion for the information of the Parliamentary Committee. The Board had acted along those lines, generally speaking, but the regulations actually did not materialize—they were not put down in writing in that form until the case was submitted to the Parliamentary Committee under the Minister's instructions.

Mr. MacNeil's evidence is to the effect that all he learned was that additional qualifications were being required in individual cases, and that he was unaware that anything as definite as this memorandum, laying down definite principles, had been prepared and was being considered. (Record p. 60)).

This memorandum did not come to the attention of the G.W.V.A. until it was read by the Chairman of the Parliamentary Committee at a meeting of the Committee on the evening of June 16, 1922 (Record p. 1791), and this memorandum is relied on by the G.W.V.A. as definite evidence in support of its contention that secret regulations respecting insurance had been made (1922 Committee Proceedings page 425).

Meantime, the cumulation of this and other matters referred to in this report had led to the dispatch of the telegram, the subject of this investigation. The report of the Parliamentary Committee had been practically completed when Mr. MacNeil was recalled by the Committee on the evening of June 16, and given an opportunity to go into the matters referred to in the telegram. The whole matter of what had been the original intention of the Act was gone into and Mr. MacNeil maintained his position that the benefits of the Act, so long as it was in force, was not to be denied to any ex-service man, regardless of the physical condition, the relation of impaired physical condition to war service or, the existence of dependents. He quoted records of the discussions at the time the Act was passed, and referred to at least some of its subsequent history, dealt with more fully in this report. Major Topp and Col. Thompson gave evidence as to the circumstances under which the change of policy had been inaugurated.

The Committee in its final report recommended the adoption, with two exceptions, of the procedure set out in the memorandum of April 24, 1922, as a schedule to the Act. The exceptions were first, that the Committee did not adopt the definition of "dependents" (in Note (*b*)) as a meaning "actually dependent on the insured for support", but simply left the word to be construed according to the usual rules of interpretation, and the other exception was that the procedure set out under Class 4 (*a*) was not adopted which authorized depriving a man of insurance who had been ill for many months with a disease which was certain to terminate fatally within a reasonably short time, and who had postponed taking insurance until death was practically imminent.

In Parliament the schedule submitted by the Committee was incorporated in the Act, but a proviso was inserted which permitted those with dependents to insure up to January 1, 1923, regardless of the imminence of death or the

cause of their illness. The amending Section 12-13 Geo. V., C42, Sec. 2 is as follows:—

2. In the exercise of the powers conferred upon the Minister by Section thirteen and fifteen of the said Act the Minister shall be governed by the provisions of the Schedule to this Act. Provided that applicants with or without pensionable disability who are so seriously ill that they have no expectancy of life and who have dependents who are entitled to become beneficiaries under the contract as provided under the Act, shall be insurable under the Returned Soldiers' Insurance Act up to and inclusive of January 1, 1923.

The Schedule is as follows:—

SCHEDULE

CLASS 1—APPLICANTS WHO ARE NOT SERIOUSLY ILL

(*a*) An applicant with dependents, ill with a pensionable disability.
Application is to be accepted.

(*b*) An applicant without dependents, who is ill with a pensionable disability.
Application is to be accepted.

(*c*) An applicant with dependents, ill with a disability that is not pensionable.
Application is to be accepted.

(*d*) An applicant without dependents, ill with a disability that is not pensionable.
Application is to be accepted.

CLASS 2—APPLICANTS WHO ARE SERIOUSLY ILL

(*a*) An applicant with dependents, seriously ill with a pensionable disability.
Application to be accepted.

(*b*) An applicant with dependents, dangerously ill with a disability that is not pensionable.
Application to be refused.

(*c*) An applicant without dependents, seriously ill with a pensionable disability.
Application to be refused.

(*d*) An applicant without dependents, seriously ill with a disability that is not pensionable.
Application to be refused.

CLASS 3—APPLICATION FROM PERSONS IN SO SERIOUS A CONDITION OF HEALTH THAT THEY HAVE NO REASONABLE EXPECTATION OF LIFE

(*a*) An applicant with dependents, so seriously ill with a pensionable disability that he has no expectancy of life.
Applications are to be accepted and insurance paid, provided death does not occur before approval of the application for issue of the policy.

(*b*) An applicant without dependents so seriously ill from a pensionable disability that he has no expectancy of life.
Applications are to be refused.

(*c*) An applicant with dependents, so seriously ill from a disability that is not pensionable that he has no expectancy of life.
Applications are to be refused.

(*d*) An applicant without dependents, so seriously ill from a disability that is not pensionable that he has no expectancy of life.
Applications are to be refused.

CLASS 4—GENERAL

In cases where an applicant, with or without dependents, whose health has become impaired as a result of immoral conduct, prior to enlistment, during service or after discharge.
Applications are to be refused.

It will thus be seen that so far as the Statute itself was concerned, the 1922 amendment did not increase but definitely restricted the right of the Minister to refuse applications under Sections 13 and 15, by specifically directing him how to be governed in all circumstances after July 1st, 1922. The class with dependents was to be given special, definite consideration for six months, and after that the schedule was to apply in its entirety.

After July 1st, 1922, in accordance with the principles laid down in the proviso to the amending Section, the Pensions Board reviewed applications, approval of which had previously been refused, and in all cases where the applicant was still living and where he had dependents, insurance was granted. Nothing was done respecting the 76 rejected applications of applicants without dependents. There also remained seven applications from men with dependents which had either been rejected or approval of which had been withheld. These seven men had died in the meantime. These seven cases were referred to in the following letter of July 31st, 1922, from Major Topp to the Pensions Board (Record p. 1766):—

(To B.P.C.)

July 21st, 1922.

In his letter of March 15th the Honourable Mr. Fielding instructed that the Board should refuse to insure applicants in the following classes:—

(*a*) No dependents and so seriously ill as to have no expectation of life;

(*b*) Cases where disability is due in whole or in part to immoral conduct.

The Board replied that there were a number of cases apparently not covered by the Minister's instructions, and suggested that the letter be interpreted to cover these. Mr. Fielding then replied that he felt that it would be wise to make no rigid rule in this regard until the Parliamentary Committee had made its report and that doubtful cases be held pending this.

From above it is inferred that all cases not definitely within the classes covered by the Minister's original letter should be reviewed under the amended Act. The Board has already reviewed these, with the exception of cases where the applicant has died since the application was rejected.

Of sixteen cases where death has occurred before insurance was granted, seven of the applicants were married and two were single with dependents. Of this number one married man and one single man, with dependents, died before the application was received, and can therefore be eliminated. This leaves only *seven cases* for further consideration. The Board has definitely rejected claims in five cases and in the other two the decision "not to be accepted unless the Minister otherwise directs" was given.

If any of these cases are cited before the Royal Commission, and one or more of them is certain to be, it would be difficult for the Board to produce authority for its action in rejecting them.

Submitted for your consideration,

(Sgd.) C. B. TOPP.

After conference between the Minister and Col. Thompson the decision as to these seven cases was that, there being then no one with whom a contract could be made, no further action could be taken on these applications.

This appears from the following letter (Record p. 1778): —

MINISTER OF FINANCE, CANADA,

OTTAWA, July 28, 1922.

DEAR COLONEL THOMPSON,—Referring to our conversation of yesterday and to the memorandum you then handed me concerning cases of applicants for soldiers' insurance whose applications were not accepted, and who died before the Parliamentary Committee had submitted its report, I concur in the opinion expressed by you on behalf of the Pensions Board that no further action should be taken on these applications.

Your faithfully,

(Sgd.) W. S. FIELDING,

Minister of Finance.

COLONEL JOHN THOMPSON,

Chairman, Board of Pension Commissioners,

Ottawa.

RECAPITULATION *Re* INSURANCE

(*a*) In 1919 and 1920 the Veterans' Associations asked for legislation to provide insurance for ex-service men who, by reason of disability incurred while in service, were unable to procure insurance at standard rates for the benefit of their dependents.

(*b*) By the Returned Soldiers' Insurance Act, 1920, the Minister of Finance was authorized to make contracts of insurance with ex-service men for the benefit of relatives in the classes specified or for the benefit of the future wife of the soldier. It was not necessary that the beneficiaries should be actually dependent upon the insured, nor that any impairment of health from which he suffered should have relation to service, and further it was expressly set out that no medical examination or other evidence of insurability was required. Provision was made, however, that the Minister might refuse any application and that for the purpose of information in exercising this power the Minister might require medical examination; but it was specifically laid down in the discussion before the Special Committee and in the House, and it was understood that this power of the Minister to refuse applications was to be exercised only in cases of self-inflicted injuries, immoral conduct, or fraud, and that even death-bed applications were not to be debarred.

The apparent reason for the wide open character of the Act was that it had to be taken advantage of within two years from September 1, 1920.

(*c*) By Order in Council of August 18, 1920, the administration of the Act was vested in the Pensions Board. In 1921 administrative matters were transferred to the D.S.C.R. but the Pensions Board continued to lay down the policy. Major C. B. Topp was the executive head in connection with insurance matters.

(*d*) The Pensions Board carried out the policy in accordance with the understanding above set out, from the inception of the Act until nearly the end of 1921. Wide circulation was given to the feature of the Act that it was for ex-service men in impaired health and that medical examination was not required. No restriction was suggested requiring that beneficiaries had to be dependent on the insured, nor that the impaired health had to be related to service.

(*e*) On December 15, 1920, the Minister approved regulations providing in effect that policies would be in force on delivery, which would usually be two weeks from the receipt of the application, and that undue delay in delivery would be the subject of special investigation.

(*f*) In May, 1921, the Parliamentary Committee discussed death-bed applications where insurance was refused because the applicant died after the application was received, but before the policy was delivered. The interval between receipt and delivery averaged two weeks. The Committee considered this too drastic and recommended regulations by which, in the absence of fraud, the policy would be in force, as soon as the application was approved. The period required for this approval was about seven days. Cases already dealt with, affected by such regulations, were to be reviewed. Parliament adopted both recommendations.

(*g*) On June 15, 1921, Major Topp wrote the Pensions Board quoting these recommendations and enclosing suggested regulations pursuant thereto. These regulations contained also a proposed ruling that applications would be regarded as fraudulent if made when the applicant was languishing at the point of death. This introduced a new condition for insurability, namely, the state of health of the applicant. Apparently no action was then taken on these regulations.

(*h*) On July 19, 1921, the Pensions Board submitted to the Minister regulations in a new form purporting to be based on the Parliamentary recommendations. The Pensions Board strongly urged that it was not the intention of the Act to insure persons on their death bed, and that medical examination should be required of applicants who were ill, and that death-bed applications of those whose illness was not due to service should be rejected. Major Topp and the Superintendent of Insurance opposed this view and urged that it would defeat the original intention of the Act. The Superintendent of Insurance pointed out that in originally considering the scheme it was contemplated that men seriously ill from causes other than war service would be insured and that for this reason a time limit was imposed. No action was taken pending preparation of a valuation of existing policies. Death-bed applications to be dealt with as theretofore.

(*i*) Before October 11th, 1921, cases came up in which payment of insurance was refused and which Major Topp considered should be reviewed under the Parliamentary recommendation of 1921.

(*j*) On December 2nd, 1921, Major Topp wrote the Pensions Board giving the result of an interview which Mr. Finlayson reported having had with the Minister, to the effect that the Minister on receiving the valuation of policies had decided that no action was necessary, and consequently the procedure in force since December 17th, 1920, would continue. There was, therefore, as yet no adoption by the Minister of the principle of medical examination.

(*k*) On January 16th, 1922, the Pensions Board wrote the Minister referring to the 1921 Parliamentary Committee recommendation to the effect that policies should be in force as soon as the application was approved, on which recommendation no action had been taken. It referred to the excessive mortality rate and stated that the practice had been inaugurated of requiring medical examination and rejecting the application if the expectancy of life was found to be brief; instructions were requested as to procedure when death occurred before delivery of the policy, and as to whether the Pensions Board should continue to demand Medical evidence of insurability.

(*l*) While the letter indicates that the practice of demanding medical examination or rejecting applications was then in force, the actual cases produced in evidence in which the practice was applied were all after the date of the letter. It is stated that the rejection consisted in refusing to accept the application and submitting it to the Minister with the recommendation that the insurance be refused.

(*m*) A memorandum made by Major Topp, dated February 23rd, 1922, gives the result of the two interviews which Col. Thompson reported having had with the Minister on February 18th and 22nd to the effect that the Minister had given verbal decision which would for the first time have been authority, in future, for the practice which was already in force. The Minister's decision was to be confirmed in writing.

(*n*) Following further conferences and discussions the Minister on March 15th, 1922, embodied his decision in a letter to the Pensions Board confining the refusal of insurance in death-bed cases to applicants who had neither expectation of life nor dependents, thus not affecting the applicant with dependents.

(*o*) On March 21st, 1922, the Pensions Board wrote the Minister stating that its interpretation of his decision was that "dependent" should mean *actually dependent* for support, and that a man would be said to have no expectation of life if he were hopelessly ill and would probably die within a short period. It further extended its interpretation of the Minister's letter as meaning that even those *with dependents* would be refused insurance if there was no expectation of life, and if the illness was not due to service. Confirmation by the Minister of this interpretation was requested.

(*p*) On March 30th, 1922, the Minister replied, declining to lay down any rigid rule, and suggested reserving doubtful cases and taking no further action pending investigation by the Special Parliamentary Committee.

(*q*) The action of the Pensions Board took two different forms:

(1) Before the Minister's letter of March 15th, 1922, it refused acceptance of certain applications and submitted them to the Minister and recommended refusal; and

(2) After the Minister's letter of March 30th it treated certain cases as doubtful, and refused the application pending the investigation of the Parliamentary Committee.

In determining what cases should be disposed of in these two ways the Pensions Board developed a well defined procedure. Under this procedure even a man seriously ill, as well as a man with no expectation of life, was not accepted for insurance so far as the Pensions Board was concerned, unless he could show both that the proposed beneficiaries were actually dependent on him for support and that his illness was due to service.

This procedure was crystallized in a memorandum dated April 24th, 1922, which was submitted to the Parliamentary Committee. The memorandum states definitely that those applications "are at present refused."

(*r*) Before the inauguration of the changes of policy no steps were taken to notify, in advance or at all, ex-service men generally, or their organizations,

of the withdrawal of the benefits which had theretofore been granted to them, and widely advertised.

(*s*) From individual complaints to the G.W.V.A. it became apparent to it that additional qualifications for insurability were being required; but it was unaware of the principles on which the change of policy was based, and of the extent to which it was being applied.

(*t*) This obvious change of policy which the G.W.V.A. considered unwarranted, with other matters, precipitated the telegram of June 15, 1922, under investigation.

(*u*) On June 16, 1922, during the session of the Parliamentary Committee, at which the telegram was discussed, the G.W.V.A. learned for the first time of the existence of the memorandum of April 24, 1922.

(*v*) On June 27, 1922, Parliament adopted for future cases from July 1, 1922, to a large extent the procedure contained in the memorandum of April 24, 1922, allowing, however, six months' grace to those with dependents, and extending for one year the Act as amended.

(*w*) After December 2, 1921, seventy-six applicants seriously ill and without dependents were refused insurance. None of these have been reviewed.

(*x*) Between January and July 1, 1922, insurance was refused or withheld from nineteen applicants with dependents. After July 1, when the new procedure came into force, these cases were reviewed and insurance granted in all cases except seven, who had meanwhile died. Concerning these no relief has been granted.

Conclusions re Insurance

The Commission concludes that the understanding on which the Returned Soldiers' Insurance Act was passed was that an option was thereby granted to ex-service men to take insurance at standard rates, without regard to physical condition, or the existence of actual dependents, or as to whether physical impairment had any relation to war service. The only exceptions were where the physical impairment was due to self-inflicted injuries or immoral conduct, or where the application was fraudulent. The power of the Minister to refuse applications or require medical examination was to be limited to these cases. It was not considered that the fact that the applicant was on his death-bed constituted fraud, and this is shown not only by the discussion in Committee and in Parliament when the Act was passed, which contemplated and expressly mentioned death-bed applications, but it is confirmed by the fact that the Committee in 1921, having in mind three cases where the applicants died within one, two and six days respectively, after the application was sent in, and insurance had been refused because they had not lived the fourteen days specified in the regulation, recommended the repeal of the regulation and the substitution therefor of a regulation to the effect that insurance should be in force on approval of the application, without waiting for the delivery of the policy.

Neither was it intended that the beneficiary should necessarily be a dependent of the applicant, and this is shown by the Act itself, which specifies who may be beneficiaries, and makes no requirement that they be actual dependents.

This option, which was thus open to practically every ex-service man, was offset by the important condition that it must be (but it could be) exercised at any time within two years. A further limitation was imposed that no man could obtain more than $5,000 insurance.

There is no suggestion in the evidence that the Pensions Board was not fully cognizant of the understanding, and it can be fairly assumed that from

its position as administrator of the Act it must have been fully aware of the situation, and that it had ascertained from every available source the intention as to the grounds on which the Minister should exercise his power of refusing applications. But further than this the opinion of the Commission is that the knowledge of the Pensions Board as to this understanding is shown affirmatively in the evidence, particularly in the literature issued, the public declarations made, and the practice of the Pensions Board for nearly sixteen months.

It is true that it was represented by the Pensions Board to the Minister in the interview of July 19, 1921, that it was never the intention of the Act to grant insurance to individuals languishing at the point of death, and that it suggested that these cases should be refused if the state of health was not due to war service. But this must be contrasted with the specific indication of policy given by the Parliamentary Committee of 1921 arising out of discussions at which representatives of the Pensions Board were present, when the Committee recommended a regulation letting in a man who only lived long enough to have his application approved, and it is also to be considered with the statement made at the same interview on July 19, 1921, by Major Topp and by Mr Finlayson (the Superintendent of Insurance, who was before the original Committee of 1920, and was their expert adviser in framing the Act), who both opposed the suggestion of medical examination, "as it would defeat the original intention of the scheme," Mr. Finlayson adding the specific statement that in

> *originally considering the scheme the Government was fully aware of the fact that a number of individuals in serious physical condition from causes other than war service would be insured, and for this reason the time during which applications would be received was limited.*

Notwithstanding the foregoing, the Pensions Board endeavoured to procure the approval of the Minister of Finance to regulations which would make the right to insurance conditional on the state of health of the applicant. When approval was withheld, the Pensions Board considering that in view of the excessive mortality rate the time had arrived for imposing restrictions, in January, 1922, itself initiated the practice of requiring medical examinations or medical certificates respecting those who were ill, and of refusing to accept certain applications on account of the degree of illness found.

So far as the evidence shows, the Pensions Board up to February 23, 1922, had no authority to reject any applications except when there was fraud, immoral conduct or self-inflicted wounds. After that date to March 15, it had whatever authority was given it in the verbal interview of February 18 and February 22. But after March 15, its only authority to reject was in cases with no expectation of life and no dependents. After March 30, 1922, its instructions from the Minister were to reserve what seemed to it to be "doubtful" cases.

To include in the "doubtful" class the "seriously ill" as well as those with "no expectation of life" was substantially beyond even the principle which the Pensions Board, in its letter of March 21, 1922, had sought to have the Minister adopt. The most it had proposed was to shut out those cases "hopelessly ill" in such an advanced stage that they would probably die within a "short period". The fact that "seriously" was not necessarily "hopelessly" ill and might not produce death within a short period is cogently shown by the fact that twelve of the nineteen applicants with dependents' rejected under the practice laid down in the memorandum of April 24, 1922, were living after July 1, and were considered entitled to have their cases reviewed and their insurance granted under the six months' grace clause of the 1922 amendment.

The danger of exploitation was the basic reason for the necessity of increasing the classes of cases in which the Minister might exercise the power of refusal. Enough has been said to indicate that the effect of the Act was quite realized when it was passed and at least nothing had come to light which could not be foreseen. It was obviously to be expected that applications would increase in number as the date approached when the Act would expire. It could not be said to be exploitation if those who came within the terms of the Act availed themselves of its provisions even though it involved substantial lose to the country. On the other hand, if exploitation really meant fraud, the understanding always had been that cases of this kind should be rejected and no further regulations were necessary. The cases of fraud could be dealt with as such but it was, in the opinion of the Commission, a mistake to propose regulations which, while possibly useful in shutting out cases of actual fraud, resulted in the automatic exclusion of many applicants whose only defect was that they were seriously ill or had no expectation of life, and those applications would not be said on that account to be fraudulent since the insuring of these was distinctly contemplated. There is as a matter of fact no contention that the regulations were to shut out fraudulent cases ,and it would seem that the Pensions Board, in endeavouring to minimize the apprehended loss to the country, had simply selected for rejection in future the class of applications which in its opinion were the least deserving, but without any imputation of actual fraud.

The circumstance that the Pensions Board, while declining applications, left the matter open to the extent of referring it to the Minister, recommending that the application be not accepted, or treating the case as "doubtful" and refusing the application, did not make the attitude of the Pensions Board any less decisive. It was not simply an academic declaration of principle. The Pensions Board was the body which primarily indicated the policy to be followed and its refusal to accept applications, even though subject to review, disposed of the case for all practical purposes so far as the Pensions Board was concerned.

The Commission considers that, in view of the circumstances detailed at length above, the Penions Board was not justified in disregarding the understanding that the parctically unconditional benefits of the Act were to continue until September 1, 1922, and in considering, as it did in its letter of January 16, 1922, that the time had then arrived for curtailing these benefits. The occurrence of an excessive mortality rate was not a sufficient reason for imposing new conditions while a substantial period remained during which the full privileges of the legislation were to be available.

Neither was the Pensions Board justified in urging approval of the practice of rejecting applications of those whose expectation of life was brief.

Nor was the Pensions Board justified in going farther than the authority of the Minister of March 15, 1922, (which was to reject those with "no expectation of life" if they had no dependents) and in actually rejecting applicants in a less critical condition described as "seriously ill" thus shutting out a new class not previously contemplated in the correspondence.

Nor was the Pensions Board justified, in its letter of March 21, 1922, in seeking to go farther than the Minister's considered decision of March 15, 1922, by means of a suggested interpretation of the Minister's preliminary reference to the obvious intention of the Act. This suggested interpretation was to authorize refusal of insurance even to those with dependents if the illness was not due to war service, although the Minister, after stating the general intention, had strictly confined the refusal of insurance to those without dependents.

Nor was the Pensions Board justified (after the Minister had suggested in his letter of March 30, 1922, that they reserve "doubtful" cases for investigation

by the Parliamentary Committee) in treating as "doubtful" and refusing to accept not only applications of those with no expectation of life, but also of those "seriously ill" even if they had dependents, thus again throwing the weight of its decision in favour of rejection of this new class not previously contemplated in the correspondence. The memorandum of April 24 specifically stated that this class was "refused".

The Pensions Board was the advisor of the Minister and was invested with the responsibility primarily of laying down the policy to be followed in the administration of the Act. Its opinion and its action, while always subject to review by higher authority, obviously carried decided weight in the ultimate disposition of the application. In the opinion of the Commission, instead of permitting an unexpected financial responsibility to obscure the scheme of the legislation whereby generous provisions were offset by a limit of time and amount, it should have pointed out the effect of summarily introducing conditions which were inconsistent with the previous understanding and practice and which were negatived by the publicity which had been given to the attractive features of the Act. The radical change of policy is shown by contrasting the practice followed by the Pensions Board when originally conforming with the understanding under which the Act was passed, assuring the benefits of the Act to all ex-members of the forces without medical examination, with the practice actually instigated and promoted by the Pensions Board in 1922 culminating in not only exacting medical examination when applicant was under medical treatment, but in debarring from insurance all ex-service men seriously ill (although not necessarily in imminent danger of death) unless they had beneficiaries actually dependent upon them for support, and besides a disability attributable to service.

Even if the Pensions Board had been justified in its action, the utmost care should have been taken to see that ample advance notice was given of the intention to impose new restrictions; particularly as there would be many who had delayed their applications until the last days of the Act and who would be shut out by these regulations.

It is quite easily conceivable that a man in impaired health, with very limited resources, relying on the understanding that his state of health made no difference in his right to insurance, would put off the expenditure involved in paying premiums until a date when he was more certain whether his physical condition made immediate insurance desirable, and it is not in keeping with the principle on which the benefits of this Act were extended to ex-service men, that when he came to make his application although within the time limit fixed by the Act, he should find that without notice of any kind the benefits which he had been led to depend on had been withdrawn. There was also the man who had been endeavouring to get pension and who, believing that he could get insurance any time before September 1, 1922, regardless of his state of health, delayed application for insurance (which involved expenditure) until he ascertained whether his pension application was successful; when he finally received an adverse decision as to pension he might discover that these regulations made in the meantime without his knowledge and without any publicity had deprived him of insurance as well.

Generally speaking these restrictions were not imposed on the man with actual dependents, but they were not even confined to him exclusively. In any case even the man without actual dependents had a right to expect insurance up to September 1, 1922, which should not have been summarily withdrawn. As to the claim that only dependents could benefit by the Act, it cannot be said that because a beneficiary is not at the moment of application actually dependent on the insured he has no right to consideration. There are

many cases in which a father, who may not at the moment be actually dependent on the son, may become so with advancing years.

The strong contention made as justifying the action of the Pensions Board is that it received authority from the Minister to reject certain applications and that Parliament substantially adopted the procedure which the Pensions Board had been following. Obviously the Minister's authority is a complete justification for any subsequent action within the scope of that authority, but the Minister's authority which is contained in the letter of March 15, 1922, was only for the rejection of applicants with no expectation of life and no dependents; it was not retroactive and in view of what has been said as to the position of the Pensions Board in advising and initiating the policy of administration, it did not justify the Pension Board's action two months previously in altering the policy by requiring medical examination and deciding that, so far as they were concerned, applications of those found to have a brief expectancy of life were to be rejected and without reference to whether the applicant had dependents or not.

The fact that the Minister adopted to a limited extent the view pressed upon him by the Pensions Board does not relieve it of responsibility for advocating more drastic action; it is the insistent attitude of the Pensions Board which the Commission questions, shown throughout the evidence and illustrated by their continuing to urge additional restrictions which had in effect been disapproved by the Minister, and by their indirectly putting in force both these additional restrictions as well as further limitations by treating certain cases as "doubtful" and refusing to accept the application. Had the Pensions Board kept in mind the scheme of the Act it would not have felt it necessary to have taken this attitude as the whole Act terminated within nine months.

The action of Parliament in adopting, from July 1, 1922, substantially the procedure followed by the Pensions Board does not, in the opinion of the Commission, justify the instigation of the restrictive policy by the Pensions Board nearly six months previously. The Act was not made retroactive and the previous practice of the Pensions Board was left without ratification so that all cases affected had to be reviewed. There is the further consideration that Parliament was dealing with the matter on an entirely different basis from the Pensions Board- Parliament anticipated by two months the expiry date of the Act as to certain classes, but as a quid pro quo it extended the restricted Act for another year and the action of Parliament was therefore in the nature of a new proposal.

The Commission finds that the Pensions Board, as public trustee, took what it deemed to be the necessary action in the interests of the State, and there was no motive on its part other than to perform what it considered to be its duty. It is evident that it would have been the line of least resistance and would have entailed much less investigation of cases and difficulty in decisions to have allowed the situation to take care of itself, by not interfering. It is the unauthorized form which which this interference took which the Commission considers was not justified, and while improper motive is entirely wanting, this affords slight satisfaction to those who have been deprived of the benefits of the Act.

The complaint of the G.W.V.A. is that "secret regulations" as to insurance were introduced by the Pensions Board in "direct violation" of the "intention of Parliament." Strictly, the intention of Parliament is shown by the Statute itself, and the Statute gave discretionary power to the Minister to refuse applications and to order medical examinations. The requirement of medical examination, in individual cases where some doubt as to the propriety of entering into a contract was entertained by the Minister, was not in violation

of the intention of Parliament in the sense that it was unauthorized by the Statute; but the adoption of a general practice that medical examination was to be required in all cases, or in a particular class of cases, without considering each case on its merits as it came up was, in the opinion of the Commission, not in accordance with the intention of Parliament as expressed in the Statute itself. The underlying principle is contained in Section 15 to the effect that there shall be no medical examination and this could not, in the opinion of the Commission, be contravened except in the exercise of discretionary power in each individual case. The Statute did not authorize a general practice which in effect made a medical examination a condition precedent to the consideration of a certain class of applicants. In any case, the understanding given at the time the Statute was passed was that in only certain classes of cases would this discretionary power be exercised, and this understanding was recognized by the Pensions Board in the literature circulated and public declarations made, and in its practice for over sixteen months. A practice was initiated later by the Pensions Board which was contrary to this understanding, and was secret in the sense that no notice was given, in advance, of the intention to alter the practice due in force. Such notice was clearly required in view of the representations made as to the principles on which the discretionary power of the Minister would be exercised, and in view of the fact that the benefits of the Act were to be in force for a fixed period. Neither was any general notice given at the time such regulations were inaugurated similar to the publicity which had been given to the previous practice.

In consideration of the foregoing the Commission is of the opinion that provision should be made:—

(*a*) To review all applications which would have been affected if the recommendation of the Parliamentary Committee of 1921, as adopted by the House of Commons, had been carried out; such recommendation being to the effect that, in the absence of fraud, the policy should be in force from the time of the approval of the application and receipt of the premium, and that these cases be dealt with on such review as if the regulations mentioned in such recommendation had been framed and operative;

(*b*) To review and issue policies in respect of all applications which have been rejected since the inauguration of the practice referred to in the letter of the Pensions Board, to the Minister, of January 16, 1922, and up to July 1, 1922, except in cases of self-inflicted wounds, immoral conduct or where the application is fraudulent;

(*c*) In respect of applications coming within recommendations (*a*) and (*b*), where the applicant is dead, to pay insurance as if the policy had been issued and delivered in the life-time of the applicant.

PART FIVE

COMPLAINTS RE GENERAL ATTITUDE AND POLICY OF ADMINISTRATION

The claims made by the G.W.V.A. in particularizing the complaints in the telegram that ex-service men have been deprived of their rights and that this is the "Culmination" of an "unsympathetic policy of increasing severity" during recent months, are:—

> That the general procedure of the Board has been such as to place the burden of proof with regard to attributability entirely upon the claimant for pension and that as a result many ex-service men and dependents have been denied a proper opportunity to establish their rights.
>
> That pensions have been reduced following a review of the findings of local examiners by the headquarters office in a manner contrary to the procedure announced before the Select Committee of the House of Commons.
>
> That undue severity has been exercised with respect to disability ratings which to some extent confirms the report that secret instructions have been issued to reduce pensions in every possible way.

Necessarily, these general complaints cannot be dealt with in separate water-tight compartments, because they all involve the general attitude and method of the Pensions Board in dealing with applications.

The general allegation is that men have been with wrongful intent deprived of their rights. So far as any improper intent is concerned, this is, in the opinion of the Commission, wholly unsupported by evidence; but, if men have not received the consideration to which they are entitled, it matters little from their point of view what is the motive which has induced that situation.

The mass of evidence presented has been with the object of illustrating various ways in which it is claimed the rights of ex-service men have been prejudiced.

The evidence consisted, generally speaking, of statements by representatives of the Pensions Board as to its organization and administration and as to the practice and policy followed in dealing with applicants for pension. In addition to this, the G.W.V.A. presented over one hundred cases to show how the practice and policy of the Pensions Board has been applied. Each case was gone into thoroughly, first by the G.W.V.A. presenting evidence from the file on which it was claimed pension should have been granted, and immediately following this by a representative of the Pensions Board (generally Dr. Burgess) presenting from the same file the reason why pension was refused. Practically all the important documents relative to these cases were put on the record and the Commission was able to judge at first hand what factors were considered as important by the Pensions Board in making decisions in concrete cases.

Generally speaking the point of difference arose in connection with a single question, namely, whether the circumstances (including the opinion of medical men) were sufficient to justify the conclusion that the disability was related to service. At times, the question of law came up as to whether, in the particular case in hand, the disability had to be "attributable to service" instead of simply

being "incurred during" service. And sometimes, a question arose as to what the applicant's rights were, in view of his having had a disability when he enlisted.

After hearing all this evidence, the Commission is of the opinion that, outside the matters discussed in previous parts of this report, there exists certain features of Pensions Administration which have adversely affected applicants' rights, and which, if uncorrected, will continue to do so.

It is with a view, not simply of specifying the grounds for this conclusion, but also to assist in the correction of these conditions by calling attention to them, that the Commission instances under separate headings some of what they consider to have been the contributing factors.

Most of the cases which were presented were those which had been brought to the attention of the G.W.V.A. by the applicant. It was naturally contended that those comparatively few cases, out of the thousands decided, could not be conclusive as to the general policy of the Pensions Board, but the fact remains that if what is stated as being the general policy has not been adopted in these cases, there is ground for complaint. At this stage of Pensions administration, it cannot be sufficient to say that, because a large percentage of cases may have been decided correctly, it becomes any less necessary to see to it that the remainder are similarly dealt with. The object which the country desires is to see that every effort is made to ensure that there be no objections in awarding pensions to those entitled thereto.

There is, however, no suggestion by the Pensions Board that these cases are exceptional ones where errors have inadvertently crept in; after a full discussion of the cases from all angles, the Pensions Board in its factum (Record, pp. 3719 and 3738) states that these cases have been "correctly adjudicated upon by the Board, both from a medical and legal standpoint," which indicates that similar cases would continue to be decided in a similar way.

If these cases are typical of the general policy as carried out in practice, they become even more important. The Commission has heard nothing on the investigation which would justify treating these cases other than as fairly representative of the consideration given, and of the way in which general principles are applied in the usual course of pensions administration. It is fully appreciated that most of these cases were difficult, but the very matter under investigation on this branch of the inquiry is as to how these difficult cases are dealt with. Naturally the clearcut cases would very seldom be in question. It is not for a moment assumed that there are not many cases in which the greatest leniency has been shown in conceding pension, but whatever may have been done in other cases, those in evidence have been the subject of a great deal of discussion, as the files show, and there is no likelihood that they do not represent the considered view of headquarters as to the principles involved.

As was made clear on the investigation, the Commission, in hearing these cases, was not sitting in any sense as an appeal board. It was simply putting itself in the position of the Pensions Board taking the various medical opinions as they stood, and with the other facts and circumstances as presented on the file, endeavouring to determine whether all facts bearing on the case had as far as possible been collected, and having been collected, to determine whether all the evidence, including the medical evidence, which was often conflicting, had been fully considered and that due weight, according to their importance, had been given to the various circumstances shown and a reasonable conclusion arrived at. In many cases where it was impossible to reach a conclusion not open to more or less doubt, was the benefit of the doubt given the applicant, and if so, what degree of probability was necessary in order to establish his case?

DEGREE OF PROOF REQUIRED FROM APPLICANT

While the applicant has the burden of proving his claim, the statement has been generally made before Parliamentary Committees, and it was repeated very emphatically on the investigation, that in dealing with applications for pensions if there is any reasonable doubt the applicant is given the benefit of it. (1922 Parliamentary Committee Proceedings 349. Record pp. 1293, 896, 710, 1654, 1660.) This was carried to the extreme by one medical adviser who intimated that a very small fraction of doubt in favour of the man was sufficient to warrant pension. If this means anything it is, not that the applicant has to establish his claim by a preponderance of evidence as in an ordinary civil case, but that it is enough if he can bring evidence to create in the mind of the tribunal dealing with his case a reasonable doubt as to whether his pension should be refused.

Sufficient has been shown, in the evidence before the Commission, to quite justify the conclusion that the statement that the applicant is given the benefit of any reasonable doubt cannot be taken as expressing by any means an invariable principle of pensions administration. Numerous cases were presented in which, in the opinion of the Commission, there was clearly a reasonable doubt established in favour of the applicant, but pension was refused; and in many of these the applicant showed not only a reasonable doubt but a preponderance of evidence in his favour.

WEIGHT GIVEN TO EVIDENCE AND OPINIONS OF MEDICAL MEN WHO HAVE SEEN THE APPLICANT

Many instances were given in evidence where the local Pensions Medical Examiner, after seeing the applicant and hearing his story, was of opinion that the disability was related to service but his opinion in this respect was overruled by Assistant Medical Advisers at Headquarters and pension refused. The decision of many of these cases depends not nearly so much on medical knowledge and experience, as on the history given by the man of his ailment in trying to establish that it originated during service and has been continuous since. On well recognized principles, the examiner who has the opportunity of seeing the man, listening to his story, testing his genuineness by means well known to men of experience in this work, and generally sizing him up, is in a far superior position to one whose knowledge of the case only comes from the written reports of another and therefore depends, to a large extent, on the ability of this other to put into words the actual conditions which he has observed.

There is the further consideration that very often the evidence establishing continuity is supplemented by statements of a man's family and friends and by other people who know him in the community, and, speaking generally, the opportunity for a local Pensions Medical Examiner to enquire into and judge of the weight and value to be attached to these is at least equal to and generally greater than that of a medical advisor at Headquarters. The apprehension that the local man will be more easily affected by considerations of sympathy, has (as will be seen from the evidence of Mr. Archibald quoted hereafter) proved unfounded in connection with his estimate of the degree of disability, and there therefore seems to be no reason why this should be an objection in giving at least equal weight to his opinion as to the relation of the disability to service.

There are cases, of course, when pensionability depends on factors other than those mentioned above, but the Commission considers that where the decision as to the relation of disability to service depends on evidence such as has been indicated, even though there is conflicting medical opinion, the views of the local Pensions Medical Examiner as to pensionability are entitled to just as much consideration as his opinion respecting the degree of disability.

ABSENCE OF CORROBORATIVE EVIDENCE ON MEDICAL DOCUMENTS OR OTHERWISE

This subject follows naturally the above reference to the methods of verifying the applicant's statement. Cases have been presented in which the Medical Advisors at Headquarters have disregarded the history of the ailment, as given by the man, for the reason that the documents did not contain corroborative entries.

It is well understood that the documents of the first two years of the war are not by any means complete, and those who have watched the examination of thousands of soldiers on demobilization recognize the comparative ease with which an omission may be made in an entry which will, if such document is used as evidence against a man, result in substantial detriment later. On the other hand, entries in the applicant's document, when tending to disprove his statement, were often accepted without hesitation and without regard to what is well recognized, viz., that many of the entries particularly in the class of "Heart Negative" "Chest Negative" and "Other Systems Normal" were often made after a rapid, incomplete and perfunctory examination.

The Commission considers that the history of an ailment given by the man, and believed by the local Pensions Medical Examiner, should not be disregarded simply because the documents do not contain corroborative entries.

The requirements as to corroboration of an applicant's statement in other ways than by documentary evidence have been very exacting. It is recognized that, on well understood principles, the statement of a person which is favourable to himself is taken with greater caution than an admission by him which is against his interest, but the evidence shows that this principle has been extended to a very marked degree. There are cases in which most positive and unqualified statements have been made to an applicant to the effect that no evidence whatever had been produced, although he had submitted considerable evidence in support of his case; and under this general heading can be mentioned cases, which were put in evidence, in which the opinions of specialists of outstanding ability and experience, who had the opportunity of observing the men for a considerable period, were disregarded even though those opinions were in direct corroboration of the statement of the applicants themselves. Naturally, with an inexperienced man, this may result in discouragement and a complete cessation of any attempt to further establish his case.

There is also shown in the evidence a great tendency to accept as conclusive against the applicant the answer, recorded in his documents, as having been made to some enquiry of a medical examiner during service or on discharge. Enough has been said as to the danger of placing too much reliance on these records. Allowance should be made for the circumstances under which these answers may have been given. Questions may have been asked in such a way as to appear casual and as a matter of form, and the answers given without consideration or attempt at accuracy, and more or less haphazard, and without realizing the possible future effect of the information thus conveyed.

The degree of corroboration to be required can, in the opinion of the Commission, be the subject of no definite rule, but must depend on considerations which enter into the decision of any case, including the character and reputation of the applicant, his war record involving length and nature of his service, the opinion of the examiner as to the possibility medically of his disability being related to service, and not overlooking the fact that circumstantial corroboration may be most convincing, notwithstanding the documents show no entries whatever.

SUBJECTIVE SYMPTOMS

Considerable evidence was given to show that symptoms which were not capable of objective demonstration were disregarded. The attitude on this subject is set out in a letter from Dr. Arnold, Chief Medical Advisor to the Pensions Board, (Record p. 2877) in which it says:—

> I do not believe that as a general thing it is wise to pension unless there is some objective sign of disability.

The Commission considers that, as a general rule of practice, no exception can be taken to the exercise of great caution in admitting that a disability exists where no physical evidence is apparent. This means that if the applicant shows no objective evidence, the Pensions Medical Examiner must exercise that much greater care in deciding whether the man actually has a disability and, if necessary, call to his aid expert opinion before finally deciding that no disability exists. To refuse to consider cases favourably, simply because objective symptoms are not present, might shut out deserving applicants such as some types of neurasthenics whose disability, though not capable of being demonstrated by touch, sight, or hearing, might be just as real and just as effective in reducing their normal ability as if the symptoms were easily apparent; and to make a general rule shutting out those with no objective symptoms would be to stamp all such applicants as malingerers.

This brings up again the importance of the personal examination, because, unless the arbitrary rule is laid down that subjective symptoms only are not sufficient evidence of a disability, the man who has seen and heard the applicant, and examined and tested him, is in a far superior position to estimate the actuality and the degree of disability, than the man who only sees the documents and can get no help from them because of the absence of any objective symptoms which could be described.

The principle was adopted in Pensions practice generally, in 1919, that the local Pensions Medical Examiner was the one whose judgment would be paramount in determining the degree of disability, for the very reason that he had the opportunity of actually seeing the applicant and diagnosing his condition.

Another reason for the adoption of the practice was that it was realized that many competent medical men might be absolutely accurate in their conclusions as to the man's condition, after personal examination, but might not have the faculty of being able to describe it in words and, consequently, if the Assistant Medical Advisor at Headquarters were to review the findings of the local man, the applicant would suffer simply because his actual condition had been insufficiently described. This practice and the circumstances leading up to it, and the reasons for its adoption, are shown in the evidence of Mr. Archibald, the legal advisor of the Pensions Board, given before the Parliamentary Committee of 1919—First Session. (See Report of Committee proceedings p. 32). Following is a short extract from this evidence:—

> *By Mr. Sutherland:*
>
> Q. Col. Belton, I think it was, last year was very emphatic on that point that they were in a better position to accurately estimate a man's disability than the medical man who examined him, who was liable to be influenced by sympathy?—A. Last year that was the opinion of most people that had any connection with the pensions at all except the Great War Veterans' Association. We have come round now to the Great War Veterans' Association point of view; we think they are absolutely right, and there are very *few people* in the office now who think that

they can *estimate pensions better* at the head office *than the medical examiner who sees his man.*

Mr. Archibald just before this had said:—

By Mr. Nickle:

Q. You are diametrically opposed to that in principle?—A. Absolutely no. *One of the reasons* upon which it was decided to decentralize the Board of Pension Commissioners was that it was practically impossible to describe weaknesses. One medical man *might describe* a particular disability as "very weak, cannot walk more than half a mile without a loss of breath;" another man might describe exactly the same condition as "seems weak, walks with difficulty," and another man *might describe* exactly the same condition in an entirely different way from either of the two; it might make a difference of anything from 10 to 50 per cent, just through the fact that the descriptions were not, very well written to start with and were not very well interpreted to finish up with. *So we think that the doctor who sees the soldier is the one to say what the disability is.* Last year there was a great deal said about too much sympathy, the danger of *too much sympathy;* but we have not found it at all since this scheme has been in operation; we do not think, with regard to the medical examiners, that *sympathy bears any relation to the percentage of disability at all.*

The case in which Dr. Arnold had given the opinion quoted above, was one where the local neurological expert had, after thorough examination, given his opinion that there was a substantial disability but without objective symptoms, and had further stated that there was no reason to question the man's good faith. Pension was refused, however, following Dr. Arnold's letter, and the reason given in the statement of the Pensions Board on this investigation (Record p. 2878) in reference to the case was that:

> in the entire absence of any objective symptoms pension could not be awarded on subjective complaints only.

The commission considers that no arbitrary rule should be laid down to the effect that disability cannot be admitted if the symptoms are only subjective, and that the practice of giving paramount consideration to the opinion of those who actually examine the applicant, as to the existence and degree of disability, should apply in all cases whether the symptoms are subjective or objective.

DECISIONS WITHOUT REFERENCE TO THE PENSIONS COMMISSIONERS

The evidence shows that in the last analysis, and after the facts have been gathered and the conditions described and opinions expressed by medical men, the ultimate decision as to pensionability requires not so much technical and scientific knowledge but rather sound judgment, and the ability to weigh evidence and probabilities in the same manner as any other judicial tribunal. It is necessary of course that this tribunal should have technical advisors, but as is probably not generally understood, the actual decision in all but a very small percentage of cases is made and communicated by a single assistant medical advisor acting nominally in his advisory capacity, but in effect exercising judicial functions as far reaching as those of a member of the Pensions Board.

Whether or not the possible effects of this practice are fully realized is not known but, as may readily be seen, it may result in lack of protection to ex-service men and their dependents and to the State as well. The aim is to

do full and ample justice to the ex-soldier and his dependents, not losing sight of the heavy obligations involved, totalling over thirty-five million dollars annually at present, with commitments for many years to come. The necessity for checks from both points of view is apparent.

Section 3 Clause 8 of the Pension Act requires the approval of the award or refusal of any pension to be evidenced by the signature of at least one of the commissioners. The evidence before this Commission is that, on account of the large number of applications, the acceptance or refusal of a pension is simply initialed by a member of the Board and that this is, in the great majority of cases, only pro forma and not in any sense an exercise of judicial discretion.

There are instructions to the effect that cases where there is a difference of opinion between the local Pensions Medical Examiner and the Assistant Medical Adviser at Headquarters shall be referred to the Pensions Board. The practice is that the Assistant Medical Advisor at Headquarters who disagrees with the Local Pensions Medical Examiner takes up the discussion of the case with him by correspondence, and it is only when the local Pensions Medical Examiner ultimately persists in his opinion, that the case comes at all to the Commissioners. These discussions between the local and Headquarters officials involve very often not only medical opinion but questions of law and fact, and, without casting any reflection on the good faith of either, it can be readily seen that the local man would, in the very nature of things, be reluctant and very often not sufficiently informed to maintain his position against the statements and opinions of Headquarters.

There is in evidence a substantial number of cases which were never referred to the Pensions Board, or any member thereof, and in which pension was refused. These were cases in which, in the opinion of the Commission, the benefit should have been given of joint consideration by at least two of the Pensions Board approaching the question of right to pension from an angle different from the exclusively medical.

The Commission considers that some plan should have been evolved to ensure that these difficult cases were brought to the attention of the Pensions Board or at least of one of its members. One way to effect this would have been to require that if the Assistant Medical Examiner at Headquarters did not agree with the recommendation of the local Pensions Medical Examiner in the first instance, the case be passed upon by at least one of the Pension Commissioners themselves, and that in any case where pension had been refused, any subsequent request for reconsideration should equally be submitted to at least one of the Commissioners.

It is recognized that in view of the limited personnel of the Pensions Board it might have been a physical impossiblity for the members to take on additional cases for decision, but the evidence shows that the Pensions Board required to be referred to it classes of cases of less importance, in the opinion of the Commission, than those under discussion. In any case, if the organization was not sufficient, the remedy was to make necessary representations accordingly.

ASSISTANCE GIVEN TO APPLICANT IN ESTABLISHING HIS CASE

The complaint is made that it has been found necessary for applicants to procure the intervention of some third person or organization in presenting their claims. There is evidence that where the claim has been taken up intelligently and aggressively by an organization, the application which had previously failed finally succeeded; but the Commission is not prepared to say that this indicates any fault on the part of the Pensions Board. The theory of the Pensions Board being an advocate of the man himself can easily be carried too far.

The Commission considers that the duty of the Board will have been fairly done if it gives to the applicant correct and clear statements as to the principles on which pensions are granted, indicates the lines along which evidence is required, and, where possible, utilizes any available staff in assisting the soldier in procuring and putting into shape this information. As has been stated elsewhere, in case of refusal of pension, the applicant is further entitled to know the correct grounds on which the decision is based.

The evidence shows that in many cases the responsibilities indicated have not been recognized. The attitude assumed frequently has been simply to deal with what was submitted, without giving information not actually asked for, and to intimate with an assurance at times hard to understand that no evidence had been produced on which pension could be granted, leaving it entirely to the applicant to ascertain in what respect his case was deficient.

GENERAL ATTITUDE

The Commission, in the consideration of the matters under investigation, has not lost sight of the serious difficulties surrounding the administration of the Act. It is quite realized that the three Members of the Pensions Board are responsible for decisions in probably more cases annually than all the Superior Courts in Canada combined, and that these involve, as has been said before, not simply the expenditure of immense sums of money annually but heavy commitments for the future. It is difficult to conceive of any public body which is performing a more exacting and onerous duty demanding every quality, not only of efficiency and honesty, but of sound judgment and sympathy as well. It realizes equally that the Pensions Board is constantly besieged with applications which have no merit, making it necessary to exercise the utmost vigilance in order to perform its duty to the State. It, at the same time, must take scrupulous care to do full and ample justice to those for whose benefit the legislation was passed.

The Commission considers that the general attitude assumed by the Pensions Board did not always keep in view the peculiar nature of the legislation which it had to administer. It is not, as has been so often repeated, that there was any wilful intention to deprive applicants of their rights; but the position repeatedly and emphatically taken by the Pensions Board before the Parliamentary Committee of 1922 and on this investigation was that it had no discretion, that the matter was purely one of law, that there was no room for the merits of a case to be considered and no room for sympathy, and that no attention would be paid to what was said in the House or in Parliamentary Committees or elsewhere. (See 1922 Parliamentary Committee Proceedings p. 348, 351, 352, 357, and Record p. 424, 1281, 1293, 1295, 1296).

This attitude in the opinion of the Commission was not justified by the circumstances. The law was in some cases capable of more than one construction. The Pensions Board was the judge not only of the law, but of the facts. The personnel included Medical members, so that it was not left to depend on outside medical findings but could come to independent conclusions on questions of medical opinion as the occasion warranted. The professional qualification of its members enable it to issue instructions to its Medical advisers and staff to the effect that certain presumptions of fact were to be made and certain conclusions arrived at under certain circumstances. An instance has been given in respect of Section 25 (3) where instructions of this sort were issued with the effect of completely escaping the strict interpretation of the law. In another instance the Chief Medical Adviser indicated that if he had seen the case the medical findings would have been changed so that the case would not

have come within the strict letter of the law (1381-2). In short the medical uncertainties of a case very often permitted the making of bona fide findings of the fact which would prevent the operation of an inequitable though strictly legal interpretation of the statute.

Further than this, the statute had been drafted and put forward by the Pensions Board and in certain instances it had been publicly explained by or in the presence of the Pensions Board's Representatives, and its meaning had been stated in the House by those who had the Bill in charge and who would have been the first to see that remedial measures were taken to implement these explanations if they proved incorrect. The Pensions Board itself was the sole and final judge as to how the Statute was to be interpreted and applied.

The Commission considers that in these instances every available and just means should have been invoked to recognize the understanding given, by adopting where possible an alternative construction of the act or by making where it could be done findings which would obviate the strict application of the law.

The Commission quite realizes the legal argument which might be made against this course but this would not be the first instance in which judicial tribunals had considered that similar means were justified by the end in view. In fact one of the contentions strongly urged on behalf of the Pensions Board was that, because the Board believed the public of Canada would be behind their action, they did not hesitate to interpret the 1919 Act so as to include discharged men after the Declaration of Peace, notwithstanding a strict construction of the Act would have shut these men out. (Record p. 992-1000, 1033, 1240, 3560, 3567, 3608).

In view of the nature of the legislation and the absolute and final authority conferred on the Pensions Board, it could be safely assumed no exception would have been taken to its acting and deciding on the law and facts as it was considered the extraordinary circumstances demanded, until the apparent inconsistencies between the explanations and the strict legal interpretation of the Statute could have been brought to the attention of Parliament for further consideration.

If the circumstances were such as to prohibit either of the courses suggested (and the Commission is not at all convinced that this was the case), then the Pensions Board would have been well advised in informing those in authority when inconsistencies of this kind became apparent, and in ensuring knowledge of the situation by those who were recognized as representatives of important groups of ex-service men. Nothing could more quickly arouse suspicion and destroy confidence than a ruling on the Statute made within the walls of what might be regarded to some degree as a judicial sanctum, and which ruling, when promulgated, was found to be inconsistent with the understanding not only of those whom it affected but of others who took part in the enactment of the Statute of which it is an interpretation.

The same consideration would seem to apply to the rulings which would often have to be made by the Pensions Board as cases came up involving new facts and new situations. To make rulings which establish important and far reaching precedents without communicating them to anyone but the applicant and without discussing them with those who are recognized as representing the classes affected, while quite within the strict legal rights of the Pensions Board, was almost certain to create misunderstanding and might easily lead to injustice.

On account of the peculiar nature of the subject matter and the centralized method of making awards, it is not a severely judicial attitude but rather one of sympathetic co-operation and, above all, the avoidance of any suggestion of detachment and secretiveness which is essential.

It must be remembered that the Statute is surrounded by conditions quite different from those affecting ordinary civil rights granted by Parliament. The interpretation of general legislation can always be the subject of argument and open discussion before the tribunal which makes the decision. These tribunals are conveniently situated in all parts of the country. The facilities for face to face presentation of his claim by the applicant for pension are much more circumscribed. Every applicant who desires personally or by representative to appear before those who decide on his rights must come to Ottawa.

Again, decisions on general legislation involve considerations of relative commercial advantage which are entirely foreign to pensions. Pension legislation and administration have always underlying them the intention and purpose to carry out fully, and without the implication of withholding, the assurances which were readily given at a time when there was no suggestion of terms nor conditions either by the country or the soldier.

PART SIX

CONCLUSION

The Commission has attempted to sum up, under the individual headings into which this report is divided, its conclusions on the subject matters dealt with. The facts and the surrounding circumstances are too numerous and involved to make it possible to summarize them adequately without repeating a large portion of what has already been said.

The Commission therefore refers to the recapitulations and conclusions to be found under the parts of this report referring to:—

Complaints *re* Section 11 of the Pension Act (Part Two).
Compaints *re* Section 25 (3) of the Pension Act (Part Three).
Complaints *re* Returned Soldiers' Insurance Act (Part Four).
Complaints *re* General Attitude and Policy of Administration (Part Five).

It is now proposed to state the circumstances under which the telegram forming the subject of this investigation was published and to sum up briefly, and subject to the foregoing references, the various matters referred to in the telegram.

For some years it had been the practice of the House of Commons to appoint each Session a Special Parliamentary Committee to deal with matters of Pensions and Re-establishment. Mr. C. G. MacNeil, Secretary of the Dominion Command of the G.W.V.A., had been accorded the privilege of attending the sittings of these Committees and of giving evidence, submitting suggestions, and in some cases asking questions. The subjects discussed had particularly to do with legislation, (either original or by way of amendments) concerning matters affecting ex-service men and their dependents. Pensions legislation was generally proposed by the Pensions Board and it was the practice in connection with all matters affecting Pensions, to have members of the Pensions Board and their representatives before the Committee to give evidence as to existing laws and to explain the effect of proposed further legislation. Mr. MacNeil had been before the Special Parliamentary Committees of 1919 and 1920 and 1921 and had heard the statements made and explanations given respecting the legislation referred to in foregoing parts of this report.

Mr. MacNeil appeared before the 1922 Committee as the official representative and chairman of the Legislative Committee of the Dominion Veterans' Alliance, which included six organizations, viz., Great War Veterans Association of Canada, Army and Navy Veterans of Canada, Tubercular Veterans' Association, Grand Army of United Veterans, Canadian Legion, and Imperial Veterans of Canada.

The G.W.V.A. had carried on for several years the work of assisting ex-service men in presenting and advocating their claims for pension. A clean sweep compaign had been instituted by this Organization in the autumn of 1921 with the object of endeavouring to secure final and favourable adjustment of all deserving cases. Thousands of claims had been dealt with by Mr. MacNeil and he was familiar, from the correspondence in these cases, with the practice of the Pensions Board so far as it was shown in the disposition of these applications.

In the latter half of 1921 and during the early months of 1922, complaints from applicants greatly increased, and Mr. MacNeil became convinced that greater severity was being exercised by the Pensions Board. Cases were presented to the Pensions Board with the object of securing definite rulings in order to ascertain the principles which were being put in force.

It was found that a requirement was being made that a certain class of ex-service men and their dependents must show that the disability or death as to which claim was made was "attributable to service" and not simply "incurred during service." The full circumstances respecting this are set out in Part Two of this report.

Another situation which arose was in connection with the Returned Soldiers' Insurance Act. The practice had been to insure every ex-service man no matter what his state of health, if he applied before September 1st, 1922, and this had been in accordance with Mr. MacNeil's understanding of the Act and the explanation made in the Parliamentary Committee at the time it was passed. In the latter part of 1921 or the first of 1922 Mr. MacNeil found, from complaints which came to him, that new conditions were being imposed by the Pensions Board which administered the Act, requiring medical examination of those who were ill, and if the applicant was found to be seriously ill, not accepting the application but referring it to the Minister with the recommendation that it be refused. The only exception to this was the case of a man whose proposed beneficiaries were actually dependent on him for support and whose illness was due to a war disability. The full circumstances respecting the Insurance situation are contained in Part Four of this report.

It was also found that what was considered to be a new practice had been inaugurated respecting the pension of a man who served in France and who had a disability on enlistment. The practice as understood by the G.W.V.A., and as set out in an annotation on the Act prepared and distributed by the Pensions Board, was that if a man served in France, he was pensionable for any disability he had on discharge, unless it could be shown that he had a disability on enlistment which was then obvious to a layman, was congential, or had been wilfully concealed. The alleged new practice required that, before such a man was pensionable, he must show that his pre-enlistment disability had increased during service, and further if, after being pensioned, his disability was reduced so that it was no greater than on enlistment, his whole pension was cut off.

So far as Mr. MacNeil knew there were no written or definite regulations affecting any of these changes, and his knowledge of them came through his close touch with various individual cases which came to him for adjustment. These indicated to him not simply special rulings in individual cases, but that there was some underlying radical change in policy the extent and exact character of which he was unable to ascertain.

Mr. MacNeil had conferences in March or April, 1922, with the Pensions Board, and some of the Assistant Medical Advisers, trying to get some definite idea of what was taking place in regard to what he considered was a new practice, but he says that the information he got was very uncertain and indefinite and not altogether consistent.

Mr. MacNeil brought these matters to the attention of the 1922 Parliamentary Committee during April and May, 1922. Some time in May, he received through the mail a document purporting to be a Minute of the Pensions Board passed September 29, 1921, which dealt specifically with the question of pre-enlistment disability and laid down definitely and unequivocally the alleged new practice above referred to. This was the first definite evidence he had that this practice had the official sanction of and was in pursuance of a written and considered regulation of the Board. The Minute had been sent to one of the

Units as authority from Headquarters for a ruling made in an individual case that, since the man's disability had been reduced to a percentage as low as that of his disability on enlistment, pension was cut off. Mr. MacNeil knew of the general medical opinion that it was practically impossible to separate the increase on service from the disability itself, and the practice, as he understood it, had been to pension so long as any disability remained.

Mr. MacNeil considered this Minute, which had been made nearly eight months previously but had never been mentioned to him, as confirmatory of his suspicions that changes were being made clandestinely. He brought his fears to the attention of the Chairman of the Special Parliamentary Committee of 1922, Mr. Marler, M.P., who assiduously endeavoured to bring about a better understanding on the situation and arranged conferences between Mr. MacNeil and the representatives of the Pensions Board.

At these conferences, Mr. MacNeil did not disclose that he knew of the existence of the Minute of September 29, 1921, and although the matter which was dealt with in that Minute was one of the principal subjects of discussion, no mention of the Minute was made by the Pensions Board representatives.

On June 12, 1922, Mr. MacNeil sent a copy of the Minute to Mr. Marler, with the following letter:—

June 12, 1922.

HERBERT MARLER, Esq., M.P.,
Chairman, Special Committee on Pensions,
Insurance and Re-establishment,
House of Commons,
Ottawa.

SIR,—I beg to direct your attention to the attached copy of circular recently issued by the Board of Pension Commissioners dealing with the question of pre-enlistment disabilities, etc., and promulgating regulations discussing a change of policy.

I am requested by this Association to most vigorously protest the change of policy indicated. I have already demonstrated before the sub-committee on Pensions the distressing effect of any such policy. We earnestly hope that the Committee will not lend its sanction to anything which will deprive ex-service men of benefit already provided.

I have consulted, by telegraph, with all the Provincial Commands of this Association and there is general unanimity of opinion that the action of the Pension Board will constitute a grave injustice to a large number of those already accepted as pensioners. Beyond a doubt it is a distinct breach of contract and will be so regarded by all units of organized ex-service men.

There may be difficulties in the way of consideration of further re-establishment benefits. Surely, however, there is no justification for a reduction of this nature.

I am, sir,

Yours faithfully,
C. G. MACNEIL.

A copy of both letter and Minute was also sent to all the Members of the Committee. Mr. MacNeil had already brought to the attention of the Committee the effect of what he considered to be a change of policy in this regard, as evidenced by the individual cases which had come to his attention.

On receipt of the above letter, Mr. Marler immediately arranged and attended a conference between Mr. MacNeil and the Chief Medical Adviser and

the Secretary of the Pensions Board, at which the Pensions Board officials maintained that the ruling contained in the circular was only declaratory of what had always been the practice; this, Mr. MacNeil as positively controverted. No understanding was arrived at, and Mr. Marler's good offices were again put forward and a conference between Mr. MacNeil and the Chairman of the Pensions Board was arranged for the evening of June 12.

At this conference, the Chairman of the Pensions Board took the positive stand that the ruling in the Minute was simply a crystallization of the continuous practice of the Pensions Board, and on Mr. MacNeil referring to what had been stated before the Parliamentary Committees as to the intention in this respect, the Chairman intimated very emphatically, Mr. MacNeil says defiantly, that he had no concern whatever with what had taken place before the Parliamentary Committees. Mr. MacNeil then had positive knowledge of at least three actual cases in which the ruling had been directly applied, although he had a verbal statement from the Chief Medical Adviser that the ruling was to all intents and purposes ineffectual because there would practically never be a case in which it could be possible medically to say, so long as a disability remained, that the portion of the disability accruing on service had disappeared.

On June 14, 1922, Mr. MacNeil reported by letter to Mr. Marler the unsatisfactory result of his interview with the Chairman of the Pensions Board. He set out at length his contentions as to what he considered to be a breach of faith on the part of the Pensions Board in, as he alleged, failing to regard the assurances which had been given before the Parliamentary Committees both as to C.E.F. men and their dependents having to prove "attributability to service" instead of simply that the disability or death was "incurred during service", and also as to the matters referred to in the Minute of September 29, 1921. Mr. MacNeil also forwarded a memorandum setting out quotations from records of Parliamentary Committees showing what had been said and represented as to the application and effect of these provisions of the Statute.

A further endeavour was made by Mr. Marler in a conference between the representatives of the Pensions Board and himself but nothing resulted.

Mr. MacNeil reported from time to time to those of whom he was the representative, advising them of the discovery of the Minute of September 29, 1921, and of the efforts he was making. He was apparently convinced that his endeavours of previous sessions to obtain and maintain measures in the interests of the returned men were being rendered nugatory by the undisclosed rulings of the Pensions Board, and in view of the urgency because the Committee was to present its report to the House the next day, Mr. MacNeil believed his only hope of redress lay in immediate and widespread publicity and sent the telegram the subject of the investigation.

The telegram was published on June 15, 1922. Immediately Mr. Marler arranged a further meeting of the Special Parliamentary Committee for the evening of June 16, at which an enquiry was held into the matters referred to in the telegram. Mr. MacNeil was recalled and gave an explanation. Officials and members of the Pensions Board were also called. Subsequently the Committee made the recommendation that the matter be investigated by a Commission.

The mass of information brought out on this necessarily brief but searchingly conducted preliminary enquiry, as well as the exhaustive reports and proceedings of this and previous Parliamentary Committees, has furnished solid ground work for this investigation and report.

It remains to indicate, without detail or qualifying considerations, only the most salient facts and conclusions respecting the various matters mentioned in the telegram. This is subject to reference to the foregoing parts of the report

without which an incomplete and possibly erroneous impression might be created.

Mr. MacNeil explained to the Parliamentary Committee, and to this Commission, that his idea of "plot" and "conspiracy" was "concurrent action" by the Pensions Board and the Assistant Medical Advisers at Headquarters in making rulings, not made public, which adversely affected the rights of ex-service men. The expresions must, however, be taken as they would be understood by the public who read them, and the Commission considers that the words "contemptible", "conspiracy", "deliberate" and "plot" clearly impute dishonesty of purpose and improper motives.

It was admitted in the argument on behalf of the G.W.V.A. that it had no evidence that the Pensions Board plotted or schemed, in the invidious sense, to bring about the conditions complained of, but it was contended that the circumstances then known to Mr. MacNeil justified him in reaching the conclusion he did. The G.W.V.A., in argument, claimed that a "reckless disregard" of rights or a "supreme indifference" had been shown. But even if these elements had been present, while they might have constituted culpable and gross negligence, they would not support the imputation in the telegram which went much further, and would be taken by the public as charging the Pensions Board with deliberate positive action designedly intended to defraud ex-service men and their dependents.

As already stated in the Introduction to this report, the Commission concludes that the G.W.V.A. has failed to sustain the charges of conspiracy, plot and deliberation or other imputation of wrongful intent by the Pensions Board in dealing with the rights of ex-service men.

The claim that ex-service men have been deprived of rights previously granted by Parliament is sustained. Reference is made to Part Two of this Report. Subject to this, and simply to indicate generally, and not exhaustively, what is referred to, it can be said that the rights considered as coming under this category are those of certain men and certain dependents who, under Sec. 11 of the 1919 Pension Act, were to be entitled to pension for disabilities or deaths "incurred during service" even though not "attributable to service." There are also certain features in the general administration and practice of the Pensions Board by which rights of ex-service men have been adversely affected and as to which reference is made to Part Five of this Report.

The claim in the telegram that "established privileges" have been nullified is justified, in the opinion of the Commission, by the circumstances hereinafter indicated. This term refers in brief to definite understandings as to what the provisions of the Statute meant and the way in which they would be applied. These understandings were in the nature of explanations and assurances given before Parliamentary Committees and in Parliament and recognized and acted on by the Pensions Board. Briefly, the legislation referred to is Section 11 of the 1919 Pension Act and the amendments of 1920, the Returned Soldiers' Insurance Act and Section 25 (3) of the Pension Act. Something of the situation respecting each of these follows.

With respect to Sec. 11 of the 1919 Act, the Pensions Board mistakenly assumed an interpretation which the Commission considers was not warranted by the Statute, and which was also not in accordance with the explanation of the Section made in the House of Commons. Following this assumption, it proposed and prompted the amendment of 1920 and represented that the rights of discharged C.E.F. men and their dependents would not be affected thereby; and when it was found that these rights were affected if the Statute were construed strictly, the Pensions Board, exercising final and exclusive jurisdiction on the law and the facts, did not adopt a possible interpretation by which these

rights would be preserved, nor dit it adopt the alternative course of bringing the situation to the attention of those in authority for such remedial measures as might be indicated, but interpreted and applied the law strictly as it considered the terms of the Statute justified, with the result that these rights were terminated. The effect has been that a substantial number of applicants,—particularly dependents,—have already been refused pension, and that similar cases will be refused as they come up in future. Reference is made to Part Two of this Report.

As to the Returned Soldiers' Insurance Act, the effect of the understanding given at the time the Act was passed was that, as insurance would be available only up to September 1st, 1922, qualifications as to state of health would not be required. The literature issued and the subsequent practice of the Pensions Board for a prolonged period was in accordance with this understanding. Notwithstanding this, the Pensions Board, in January, 1922, believing it to be its duty in view of the supposedly unexpected financial loss involved, without previous or any notice and without publicity, inaugurated and urged confirmation of a practice requiring certain qualifications as to state of health which resulted in the rejection of a large number of applicants who would have been eligible under the original understanding. This was subsequently authorized in part by the Minister and later certain regulations made by the Pensions Board further extending this practice were to a large extent incorporated by Parliament in the Statute, but the operaion of a portion of the new regulations was postponed by Parliament for six months and the whole Act was extended for one year. Reference is made to Part Four of this Report.

The action taken by the Pensions Board as to the interpretation of Sec. 25 (3) respecting pre-enlistment disabilities was that, without any previous notice and without publicity, the Pensions Board passed and issued, on September 29, 1921, a Minute containing an interpretation of this Section. The Minute, as a strict legal interpretation, was confirmed by an opinion subsequently given by the Department of Justice in June, 1922. This opinion further stated that in one instance the interpretation of the Pensions Board was more favourable to the applicant than the Statute warranted. This interpretation, however, excluded one class of applicants which had been clearly included in the explanation given by the Chairman of the Parliamentary Committee in the House of Commons at the time the Act was passed in 1919 and which had been as clearly included in the Annotations issued by the Pensions Board itself a short time later. These Annotations of 1919 were the only authoritative interpretation of the Section up to September 29, 1921. In practice a further restriction is imposed on certain applicants who are not shut out under Sec. 25 (3) by this interpretation. This interpretation is also the foundation of another ruling, contained in the same Minute, which further limited the rights of applicants. The effect of this latter ruling had to be cancelled by subsequent instructions. The Minute of September 29th makes it possible to shut out a substantial number of cases on medical findings. Reference is made to Part Three of this Report.

The statements made by the Pensions Board before Parliamentary Committees that the applicant is given the benefit of any reasonable doubt is not borne out in a substantial number of the hundred and odd cases presented before the Commission. Reference is made to Part Five of this Report. Further cases in evidence show that the term "obvious," in the exceptions to Section 25 (3), would in practice be construed by the Pensions Board as excluding a considerably larger class of cases than those indicated in the definition of this word as given by the Pensions Board before the Parliamentary Committees. Reference is made to Part Three of this Report.

Subject to what is said hereafter, the claim that there has been "deliberate concealment of secret regulations respecting Pensions and Insurance in direct violation of the intention of Parliament" is not sustained. The element of deliberation has already been negatived. The word regulations is used in its broad sense as including declarations and rulings respecting principles and practice. In one sense, the regulations respecting the Returned Soldiers' Insurance Act and respecting Section 25 (3) of the Pension Act were secret, but not as implying wrongful concealment. In individual cases rulings were given based on the principles laid down in these regulations, but without reference to the existence of the regulations themselves. The "secrecy" consisted in: (*a*) giving no opportunity for representations to be made on behalf of the classes which would be affected by these regulations before they were decided on; (*b*) the making of these regulations and rulings without ensuring that there was a general and uniform understanding as to their meaning and application so that applicants could have accurate knowledge as to the principles on which cases were being dealt with; (*c*) not giving these regulations the prompt publicity which the Commission considers was essential under the circumstances, particularly in view of the fact that these regulations were refinements of, and limitations on, broad general principles of interpretation and practice to which general publicity had been given. All this tended to surround the administration of the Pension Act with an air of secretiveness and mystery which created misunderstanding and suspicion. As to these regulations being in "direct violation of the intention of Parliament," the Commission cannot find that, as a matter of law, this is so as to Section 25 (3). As to the Returned Soldiers' Insurance Act, the Commission is of the opinion that while there was wide discretionary power to refuse applications in individual cases as they came up, a general rule of practice prescribing medical examination, as a condition precedent to considering a certain class of future cases, was not in accordance with the intention of Parliament as expressed in the Statute. Reference is made to Parts Three and Four of this Report.

The evidence justifies the claim that the "policy" of the Pensions Board has been "unsympathetic" in the attitude which has been assumed as to the Pensions Board's function in strictly interpreting and applying the law, and in the gradual development of what might be characterized as encroachments on rights and benefits assumed to have been established by broad general declarations of principle and by practice. Reference is made to Parts Two, Three, and Four of this Report. Lack of sympathy is also illustrated in the requirements made of applicants in some of the cases presented, if they can be taken as indicative of the general policy pursued, and there is no evidence that they are exceptional instances of erroneous decisions. By sympathy, the Commission does not mean a sentimentality which may becloud judgment, but the exercise of that judgment which always keeps in mind the spirit as well as the letter of legislation of this nature. This has been further dealt with in Part Five of this Report, to which reference is made, where the attitude which the Commission considers to be required is indicated, and the functions of the Pensions Board, in addition to those of the usual judicial tribunal, are discussed.

The allegation that there was a "deliberate attempt" by the Pensions Board to "disguise facts before the Parliamentary Committee" is not sustained. Evidently, what took place in the Parliamentary Committee is confused with happenings in informal conferences where statements were made to the effect that the Minute of September 29, 1921, did not change the practice. But, in view of the variety of ideas as to what the former practice really was, if any existed, and of the opinion expressed (although, as the Commission consider, erroneously) as to the negligible effect of the Minute, the Commission

considers that the statements at these informal conferences were made in good faith. Reference is made to Part Five of this Report.

The claim that "basic rights" were challenged is only a repetition of claims which have already been dealt with.

The evidence sustains the claim of "increased severity" since the middle of the year 1921, but this does not necessarily involve "undue" severity, and increased caution was to be expected as the period between the end of the war and the application for pension increased. The evidence of increased severity is mainly contained in the action by the Pensions Board in its strict interpretation of the Statute, in its disregard of the understanding under which the legislation was passed, all of which are discussed in Parts Two, Three and Four, and in connection with the matters referred to fully in Part Five of this Report.

While the imputations of bad faith and the extreme language used in the telegram were, in the light of the evidence now available, not justified, the telegram was published after a cumulation of circumstances which might well have produced the conviction that a system of whittling away rights had been clandestinely inaugurated. The Commission believes that the telegram was published in good faith and as a last resort after a prolonged endeavour to have these rights and supposed established privileges maintained or restored.

On the other hand, the heavy responsibilities of the Pensions Board have already been referred to. It is obvious that it had nothing to gain by refusing pensions. It could have courted popularity and lightened its work by taking a less determined and zealous attitude, and following the line of least resistance. That the action taken was bona fide, and in the course of what it considered to be its duty, the Commission is satisfied. A ground for strong criticism, by the Commission, is that the Pensions Board gave undue prominence to the idea that this duty was (as expressed in its factum) that of a Trustee of Public Funds. This function was, after all, secondary to the duty of the Pensions Board as a Trustee of the rights and benefits which Canada intended for ex-service men and their dependents. While in some instances it was difficult to estimate the exact extent of these rights and benefits from the legislation itself, there were cogent indications which, in the opinion of the Commission and for reasons already given, the Pensions Board should not have disregarded.

Finally, to recapitulate the opinion of the Commission as to *remedial measures*:—

1. *As to Section 11 of the Pension Act,* the Commission is of the opinion that provision should be made:—

(*a*) For payment of pensions to dependents of discharged C.E.F. men in cases of death occurring since September 1, 1920, but due to disabilities incurred during service. This class will automatically include dependent cases which have been deprived of pension because of the error in the date of the Declaration of Peace; and it is not to be overlooked that if death was due to a non-continuous war-time disability, and if the recommendation below as to "missing link cases" is accepted, then the dependents in "missing link cases" should be pensionable as well, and provision should be made accordingly.

(*b*) For payment of pension in any genuine "missing link cases" which have been refused (provided they are not barred by Section 13), and that a definite policy be laid down for the future in respect of these cases, based on a time limit (in medical opinion) within which it can be reasonably said that all disabilities connected with the service period must have shown themselves. It would appear that Section 13 of the Act, which limits the time for application for pension, was passed for this purpose.

2. *As to Section 25 (3) of the Pension Act:*

(*a*) In view of the doubt entertained by the Commission as to whether the interpretation contained in the Pensions Board's Minute of September 29, 1921, (requiring pensionability under Section 11 before Section 25 (3) is applicable), was in fact contemplated or intended at the time the Statute was passed, the Commission considers that the effect of this interpretation should be brought to the attention of Parliament for such action as may be deemed advisable.

(*b*) The Commission is further of the opinion that, in view of the circumstances hereinbefore set out as to the application of Section B of the Minute of September 29, 1921, all cases within the provisions of Section 25 (3) in which pension has been discontinued on the ground that aggravation or increase of disability on service has ceased or disappeared, should be reviewed and adjusted on the basis of the ruling contained in the general instruction of June 26, 1922.

3. *As to the Returned Soldiers' Insurance Act.*—The Commission is of the opinion that provision should be made:—

(*a*) To review all applications which would have been affected if the recommendation of the Parliamentary Committee of 1921, as adopted by the House of Commons, had been carried out (such recommendation being to the effect that, in the absence of fraud, the policy should be in force from the time of the approval of the application and receipt of the premium), and that these cases be dealt with on such review as if the regulations mentioned in such recommendation had been framed and operative.

(*b*) To review and issue policies in respect of all applications which have been rejected since the inauguration of the practice referred to in the letter of the Pensions Board to the Minister, of January 16, 1922, and up to July 1, 1922, except in cases of self-inflicted wounds, immoral conduct or where the application is fraudulent;.

(*c*) In respect of applications coming within recommendations (*a*) and (*b*), where the applicant is dead, to pay insurance as if the policy had been issued and delivered in the life-time of the applicant.

All of the above is respectfully submitted.

J. L. RALSTON,
Chairman.

WALTER McKEOWN.
Commissioner,

A. E. DUBUC,
Commissioner,

February, 1923.

ROYAL COMMISSION

ON

PENSIONS AND RE-ESTABLISHMENT

FIRST INTERIM REPORT ON SECOND PART OF INVESTIGATION

April, 1923

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

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TO HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL

MAY IT PLEASE YOUR EXCELLENCY:

We, the Commissioners, appointed by Royal Commission dated July 22, 1922, issued pursuant to Order in Council P.C. 1525 of the same date, to investigate, inquire into, and report upon:—

> Firstly, the matters referred to in complaints made by certain officials of the Great War Veterans Association as contained in a certain telegram; and
>
> Secondly certain questions relating to pensions, medical treatment and re-establishment needs of Canadian ex-service men and their dependents;

have the honour to present to Your Excellency in Council our First Interim Report in respect of the Second Part of such Investigation, being Report No. 2 of the Commission.

The subject matter of the reference concerning the Second Part of such Investigation is as follows:—

> "1. To consider and make suggestions in respect of the procedure by which disabled ex-members of the Canadian Expeditionary Force are enabled to make application for pensions and medical treatment, or submit an appeal in respect of decisions thereon.
>
> 2. To recommend means for ensuring that suitable provision is made for those ex-members of the forces and dependents who are under serious handicaps by reason of war services, in conformity with the recommendations now made, and for whom definite legislative provision has not yet been made.
>
> For the above purposes the Commission shall:—
>
> 1. Survey existing re-establishment needs among Canadian ex-service men and dependents.
>
> 2. Investigate available data in respect of phases of the Parliamentary inquiry as yet incomplete.
>
> 3. Obtain information as regards suitable provision for those classes of ex-service men described in Section 7, Chapter 2, of the Committee's report.
>
> 4. Investigate the question of canteen funds.

In view of the mass of evidence submitted, and the importance and multiplicity of the subjects dealt with, it is considered that probably the best method of disposing of the matters involved is not to delay until a complete and final report can be presented, but to prepare and forward, from time to time, interim reports treating the various subjects in groups, in the order of what is considered to be their urgency. On some subjects further investigation has yet to be made and additional information obtained.

For convenience, this First Interim Report is divided into five parts, as follows:—

Part One.—Introduction.

Part Two.—Procedure as to application for Pension and Treatment.

Part Three.—Appeals from decisions as to pension or medical treatment.

Part Four.—Returned Soldiers' Insurance Act.

Part Five.—Employment of handicapped men.

ROYAL COMMISSION

ON

PENSIONS AND RE-ESTABLISHMENT

REPORT

ON

SECOND PART OF INVESTIGATION

PART ONE

INTRODUCTION

In November, 1922 (immediately after completion of the hearing on the First Part of the Investigation, viz, the complaints contained in a Great War Veterans' Association telegram), the Commission prepared and issued a memorandum indicating the general scope of the investigation and the procedure to be followed thereon. Full and ample advance notice of the Commission's sittings in the various parts of Canada was given by advertisements in the daily newspapers and by circularizing Ex-service men's organization.

At the request of the Dominion Veterans' Alliance, the Commission appointed Mr. C. Grant McNeil to precede the Commission in each province and confer with ex-service men in the various centres, in order that they might be advised as to the scope and procedure of the Commission's enquiry and assisted in preparation for the public hearings. Mr. McNeil travelled from coast to coast in connection with this advance work, in November and December, 1922, and January, 1923.

The public sittings of the Commission opened in Halifax on January 24, 1923, continuing up to the present time at St. John, Montreal, Vancouver, Calgary, Regina, Winnipeg, Toronto and Ottawa, in the order named. Further sittings have yet to be held in Ottawa.

At the various sittings, ex-service men have been represented by the nominee of a Central Committee formed for the purpose of preparing and presenting evidence and suggestions on behalf of ex-service men, by selected representative witnesses presenting evidence and suggestions in respect of the various phases of the Commission's enquiry, by prominent officials of ex-service men's organizations, and (excepting at St. John, N.B.) by Mr. C. G. McNeil, the official representative of the Dominion Veterans' Alliance. There have also been present Mr. E. H. Scammell, Assistant Deputy Minister of the Department of Soldiers' Civil Re-establishment (hereinafter called D.S.C.R.), representing that department, and (excepting at Regina) Mr. J. Paton, Secretary of the Board of Pensions' Commissioners (hereinafter called Pensions Board), representing that Board. The sittings have all been open to and attended by the public and the press.

The procedure at the sittings has taken largely the form of a conference, presided over by the Commission, at which the greatest latitude has been allowed in the obtaining and the presenting of information and suggestions, including access to and use of files, documents and records of the D.S.C.R. and the Pensions Board, and in procuring information by interrogation, by the Commission and by ex-service men's representatives, of the representative of the D.S.C.R. and the Pensions Board.

Fuller and more complete details of the methods adopted in ensuring the full presentation of evidence and suggestions on behalf of ex-service men, and the publicity given to the sittings of the Commission, will be contained in a further report.

PART TWO

SUGGESTIONS *RE* PROCEDURE AS TO APPLICATIONS FOR PENSION AND TREATMENT

Much evidence and many suggestions have been received under this head, most of which will be considered in a later report. The Commission is of opinion, however, that the three following suggestions should be dealt with at once. They are self-explanatory. The evidence clearly shows their advisability, and as, moreover, they involve no new machinery, the Commission recommends for immediate adoption that the necessary legislation and regulations be put into operation to ensure:—

(*a*) That, as a basis for any recommendation for Treatment or Pension, applicants be heard and medically examined at the local unit by a board of three medical men, one of whom shall be a Pension Medical Examiner.

In some of the units this is done, but there is no uniformity and in many instances this basic investigation and examination is conducted by one man.

(*b*) That as soon as an applicant is accepted for treatment, the question of his pensionability should at once be dealt with without awaiting discharge from treatment.

The object is to obviate the delays at present involved where pension matters are not considered until the applicant is discharged from hospital. If he is found to be entitled, the assessment of Pension will be adjusted upon discharge from Treatment.

(*c*) That a handbook be prepared for general circulation, setting out succinctly, and in non-technical language, information:—

(1) as to the rights of ex-service men and their dependents respecting pension and treatment, and outlining the procedure to be followed;

(2) as to the various other activities of the D.S.C.R. and the rights and privileges of ex-servcie men and their dependent in respect thereto, and the method whereby these rights and privileges may be exercised.

This matter was the subejct of a recommendation by the 1922 Parliamentary Committee, but no action has been taken thereon, the reason given being that it was thought advisable to postpone the same pending any changes following the work of this Commission. The breadth of scope of the Commission's enquiry should indicate that the practical and immediate benefit contemplated by the Parliamentary Committee recommendation could not be derived from thus indefinitely putting off the issue of this information. There will always be changes, and these can be indicated, as is usually done, by supplementary notes.

The immediate need of such a publication has been demonstrated on the hearings of the Commission. A great body of regulations, rulings and practice has inevitably been developed within the administration of the Pensions Board and the D.S.C.R. There is every reason to believe that a better and more general understanding of these and of the various provisions made for ex-service men and their dependents would be for the benefit not only of the ex-soldier himself, but of those who are trying to assist him, and of the State as well.

Many complaints could thus be obviated and dissatisfaction avoided.

PART THREE

SUGGESTIONS AS TO APPEALS AND PROCEDURE FOR APPEALS FROM DECISIONS AS TO PENSION AND TREATMENT

Necessity for Further Provisions

As will be seen from the form of the reference above quoted, the Commission was given no authority to reverse, alter or vary decisions made by the D.S.C.R. or the Pensions Board as to treatment or pension. The scope of the Commission was to make suggestions on matters of policy. It was, therefore, futile for the Commission to investigate individual cases except where they illustrated defects in either law, regulations or administration so far as these came within the scope of the Reference.

Not unnaturally, hundreds of cases were presented to the various central committees of ex-service men by applicants who complained of adverse decisions, and who mistakenly supposed that the Commission was something in the nature of an itinerant Appeal Board with plenary powers to similarly adjust long standing grievances and make final decisions overruling the D.S.C.R. and the Pensions Board. The various Central Committees of ex-service men, however, fully grasped the real scope of the Commission's function. They have, in a spirit of intelligent co-operation and in the face of obvious difficulties, with what must have been great patience and tact, assisted in explaining the situation to applicants, and have selected, from the many cases presented to them, those which they regarded as type cases for presentation to the Commission.

The Commission is convinced, as the result of the examination of individual type cases presented both during the First Part of the Investigation as well as during the Second Part, that there is necessity for the constitution of an effective tribunal or tribunals outside the D.S.C.R. or the Pensions Board, by which individual cases can be reconsidered. In fact, recognition of the necessity for some review has already been shown by Parliament in the granting of power to the Minister of the D.S.C.R., in 1922, under which a Medical Appeal Board was established, the work and power of which will be considered later. Further reasons for the necessity of more effective review tribunals will appear in the discussion as to the present procedure. The Commission is convinced that there is considerable dissatisfaction and unsettlement throughout the country, to remedy which there should be set up at as early a date as possible a medium independent of existing tribunals, through which grievances, whether well founded or not, can be voiced and finally settled in a public yet orderly manner.

Existing Tribunals and Procedure

(*a*) interdependence of treatment and pension

The D.S.C.R. Unit in each district has some doctors on its staff who deal particularly with pension applicants, and others who deal with applications for treatment. They are referred to generally, hereafter, as the Pension Branch doctors (called in the previous report the local Pension Medical Examiners), and the Treatment Branch doctors. These groups make recommendations on Pension and Treatment respectively, but the situation peculiar to Canada is

that the ultimate right to treatment and to pension respectively is decided by two entirely different bodies: treatment by the D.S.C.R., and pension by the Pensions Board. The regulations under which these respective rights are created are identical but notwithstanding this, a man's disability may be considered by the D.S.C.R. to be connected with service so that he is entitled to treatment, but the same disability in the same man may be considered by the Pensions Board not to be connected with service, and pension refused, or vice versa.

The system is different in Great Britain and the United States, where there is only one decision, and that is as to pension; this automatically determines the right to treatment. An applicant who reports with a disability has his claim for pension immediately considered by the pension authorities. If it is found that his disability is connected with service, but that the disability may be reduced or removed by treatment, then the pension authorities direct that he shall receive treatment. His pension begins forthwith at one hundred per cent, since he is, of course, during treatment, one hundred per cent disabled. If the time arrives that treatment cannot further improve his condition, he is discharged from hospital and his pension is assessed at the percentage of disability which still remains, the service connection of his disability having already been decided when he was taken on for treatment.

In Canada, an applicant who has a disability and needs treatment is examined by the doctors of the Treatment Branch of the D.S.C.R. Unit, and their recommendation is forwarded to the Director of Medical Services, who decides whether the disability is connected with service, and if so, orders the man taken on for treatment. It is only after he is discharged from hospital, the time having arrived when further treatment would be ineffectual, that his application for pension is considered. Then, the connection of his disability with service has once more to be determined, but this time by the doctors of the Pensions Branch of the local D.S.C.R. unit, who consider his case and make their recommendation. His application for pension is forwarded to the Pensions Board, which is not bound in any way by the previous decision of the D.S.C.R. as to treatment. The result may be, and often is, that a man may have been considered by the D.S.C.R. as eligible for treatment (which is, after all, only an intermediate stage looking towards pension), he may even have a long period in hospital with pay and allowance under the D.S.C.R., and then find, after discharge with a disability, that his income is suddenly cut off by the Pensions Board ruling that his disability is not connected with service.

It may be noted that this system may produce this anomalous result: A man may have the decisions of three separate bodies to the effect that his disability is connected with service, that is to say: (1) the Treatment Branch doctors of the local D.S.C.R. unit, who recommend him for treatment; (2) the Director of Medical Services of the D.S.C.R., who approves the recommendation; and (3) the recommendation of the Pensions Branch doctors of the local unit of the D.S.C.R. as to pension. And yet, these three concurring decisions may be over-ruled by the opinion of a single assistant medical adviser of the Pensions Board at Ottawa. On the other hand, although it is less probable, it is possible that exactly the opposite result may obtain—the applicant may have applied for treatment, and: (*a*) the treatment doctors at the local D.S.C.R. unit may have decided that his disability is not connected with service, and recommended refusal of treatment; (*b*) the Director of Medical Services of the D.S.C.R. may have approved this recommendation and refused treatment; (*c*) the applicant may then apply for pension for the same disability, and the pensions doctors of the local D.S.C.R. unit may also decide that the disability is not connected with service, and recommend to the Pensions Board refusal of pension; and (*d*) these three concurring adverse decisions may be over-ruled by

the opinion of the single assistant medical adviser of the Pensions Board at Ottawa, and pension be granted.

The foregoing situation indicates, in the opinion of the Commission, the necessity of having appeals both as to pension and treatment determined by the same final tribunal. It will mean that the applicant may have to run the gamut of all these tribunals twice, once as to treatment, and later as to pension, but the fact that the final appeal tribunal has decided that the applicant is eligible for treatment ensures that an appeal later as to pension, by the same applicant with the same disability, will be similarly decided.

(*b*) PENSION PROCEDURE AND APPEALS

To those familiar with judicial systems it will seem somewhat striking that the Pension Act, 9-10 George V, Chapter 43, particularly Section 7, vests in a body, consisting of three Commissioners at Ottawa, the sole, original and final jurisdiction to determine the rights of applicants for pension for the whole of Canada. There is no appeal, control or effective review by any outside body, and the Pensions Board is not subject nor amenable to any ministerial or departmental instruction.

As has been outlined in the report already submitted in connection with the First Part of the Commission's Investigation, an applicant for pension applies to the local unit of the D.S.C.R. He is examined there by the Pensions Branch doctors of the D.S.C.R. These medical officers make a recommendation as to (*a*) whether the applicant's disability is connected with service, and (*b*) the degree of his disability. There is only a recommendation, and is made by medical officers not under the control of the Pensions Board. This recommendation is forwarded to the Pensions Board, which has absolute jurisdiction to decide whether or not the recommendation shall be made effective, and this decision finally determine the right of the applicant, both as to entitlement and as to the degree of his disability. The applicant has, however, always the right to apply again to the Pensions Board when any new circumstances arise which might support his claim.

There is a species of review provided by section 18 of the Pension Act whereby an applicant who is not satisfied with the decision may appeal within one year, but this appeal is heard by two members of the Pensions Board, the body which has, in theory at least, if not in actual fact, already decided adversely to the applicant.

In 1922, it was recognized that there should be some further means of appeal, and a Medical Appeal Board was established, consisting of three medical men under the D.S.C.R. but not connected with the Pensions Board. The jurisdiction of this Board is, however, merely advisory so far as pensions are concerned. The procedure is that, if a difference of opinion exists between the D.S.C.R. medical officers who examine the applicant at the unit, and the Pensions Board, then the applicant may appeal to this Appeal Board. The only power of the Medical Appeal Board, however, is to express its opinion to the Pensions Board, which is quite free to adopt or ignore this opinion. Thus, in effect, the Pensions Board remains supreme in decision.

As has been pointed out in the previous report, very few of the cases ever come to the personal attention of the members of the Pensions Board, the large percentage of decisions being made by individual members of its Medical Advisory staff.

(*c*) TREATMENT PROCEDURE AND APPEALS

A man applies to the local unit. If, on examination by a Treatment Branch doctor of the D.S.C.R. it is considered that his disability is connected with ser-

vice, and that treatment may result in an improvement of his condition, a recommendation is forwarded to the Director of Medical Services of the D.S.C.R. at Ottawa, simply as to entitlement to Treatment and with no reference to pension. The Director of Medical Services, acting for the Minister of the Department of Soldiers' Civil Re-establishment, has the sole and final decision as to whether a man's disability is connected with service for the purpose of treatment. If his decision on the recommendation of the local doctor is favourable, the man is admitted to hospital, and receives treatment. He also gets pay and allowances, on the theory that he is for the time being reinstated on service. Formerly, the only method whereby the applicant could have an adverse decision as to treatment reviewed, was by writing in and asking that his case be taken up again, but it was reconsidered by exactly the same officials as had previously decided against him. Since 1922, the Medical Appeal Board (already referred to in respect of pensions) has exercised similar jurisdiction in treatment appeal cases, with this exception, that its decisions as to treatment have been accepted as final by the D.S.C.R.

(*d*) OPERATION OF PRESENT MEDICAL APPEAL BOARD

This Board was constituted, at the recommendation of the Parliamentary Committee of 1922, by Order in Council P.C. 1526 of July 22, 1922. It began operations in December, 1922. Briefly, its jurisdiction is to review decisions of the Pensions Board and the D.S.C.R. as to pension and treatment, under the following conditions:—

(*a*) *As to Treatment.*—The applicant must tender a certificate from a medical practitioner showing that the decision is at fault, and submit reasonable evidence substantiating the facts set out in the certificate.

(*b*) *As to entitlement to Pension.*—Where the assistant Medical Advisers of the Pensions Board have given a decision, as to entitlement, contrary to that of the Pensions Branch doctors in the local D.S.C.R. unit.

(*c*) *As to the assessment of Pension.*—Where the pension has been suspended, reduced or cancelled, by the Pensions Board, without or contrary to the opinion of the Pensions Branch doctors in the local D.S.C.R. unit.

It is provided, in the Order in Council, that the decision of the Appeal Board as to cases of pension and treatment shall be final, but this is immediately limited by the provision which follows to the effect that the decision shall not contravene the Pension Act or the regulations of the D.S.C.R. When it is remembered that the Pension Act contains a provision to the effect that the decision of the Pensions Board shall be final, it will be seen that the powers of the Medical Appeal Board, as to pension decisions, are purely advisory. The jurisdiction as to treatment appears to depend on the somewhat uncertain contingency of conflicting with D.S.C.R. regulations.

According to a statement furnished the Commission by the Chairman of the Medical Appeal Board, there have been 136 requests for appeals from the commencement of the operation of the Board in December, 1922, until the 24th of April, 1923. Of these 82 were, according to the Appeal Board's ruling, eligible for appeal. Of the 82 eligible cases, 36 had been decided, 9 were under consideration, and further information was being awaited from the remaining 37. Of the 36 appeals dealt with, 29 were treatment cases and 7 pension.

Of the 29 treatment cases, 13 were decided favourably to the applicant, reversing the decision of the D.S.C.R. The latter gave effect to these decisions.

Of the 7 pension cases, 5 decisions of the Medical Appeal Board were favourable to the applicant, reversing the decision of the Pensions Board. The

action of the Pensions Board as to these cases was as follows: As to one case, the Pensions Board had taken action on lines similar to the decision of the Medical Appeal Board before the decision of the Appeal Board had been received; as to another, the decision of the Appeal Board had not yet been transmitted to the Pensions Board; as to the remaining three cases, the decision of the Medical Appeal Board was forwarded to the Pensions Board on the following dates respectively: January 4, 1923, April 4, 1923, April 19, 1923, and on April 26 were still under consideration by the Pensions Board.

The comparatively small number of appeals is, the Commission considers, no criterion of the number of cases throughout the country which are fairly eligible for reconsideration. The reasons given for the dearth of appeals are:—

(1) The lack of general knowledge of the existence of the Appeal Board;

(2) The conditions restricting the applicant's right to have his appeal heard by the Appeal Board;

(3) The ineffectiveness of the Appeal Board's decisions, particularly with regard to pensions.

The Commission considers that the Medical Appeal Board, whatever its personnel, cannot under its present constitution form an efficient tribunal of last resort or provide what the Commission considers to be the necessary facilities for the proper reconsideration of cases. The fact that this Board is a purely medical tribunal further militates against its success as an effective Court to consider, not only medical questions, but questions of fact and law.

Appeal Tribunals in Great Britain and the United States

Canada, unlike Great Britain and the United States, has a centralized system for awarding pensions and treatment. Both in Great Britain and the United States, the country is divided into districts, and pension decisions are made by district or regional tribunals. In Great Britain, pensions are under the control of the Ministry of Pensions. In the United States, they are under the control of a Government department known as the Veterans' Bureau, the Director of which is responsible directly to the President of the United States.

GREAT BRITAIN

Briefly, the pension procedure in Great Britain is that the applicant applies at an Area Office, of which there are over 100 throughout the United Kingdom. The application then goes to the Regional Office, which comprises a group of Areas, and in this office the awards as to the applicant's entitlement to pension and the assessment of his disability are made. These decisions are final unless appealed from, and require no ratification or examination by a central authority. The decision as to entitlement is made by a Board, the members of which are of diverse occupations.

The applicant if he so desires, has a right to have his case further considered by the Ministry at Headquarters.

Entirely independent of the Ministry, a system of some 30 District Appeal Tribunals has been established throughout the United Kingdom. The personnel of these Tribunals consists of a medical man, a lawyer and an ex-service man, who are appointed, not by the Ministry of Pensions, but by the Lord Chancellor. The applicant may assert his appeal to one of these District Appeal Tribunals. The District Appeal Tribunal will not hear the appeal unless the applicant is personally present or consents in writing to the hearing in his absence. The applicant has one year in which to assert his appeal but he may appeal only once.

There is no Central Appeal Court over these District Appeal Tribunals, and their decision is absolutely final. The only means of securing uniformity of decision in these various District Appeals Tribunals is through a Secretariat, established by the Lord Chancellor, to which the decisions are reported, and which may communicate from time to time with the Tribunals commenting on decisions and endeavouring as far as possible to secure uniformity.

The applicants are advised and assisted with their claims by local committees of prominent men, who serve without remuneration but who are allowed a secretary from the local Pensions office and paid by the Ministry.

UNITED STATES

Briefly, the pension procedure in the United States is that the applicant applies at a Sub-district Office, of which there are 130. The application then goes to the District Office, of which there are 14, and is decided by a District Ratings Board consisting of one doctor and one lawyer and an officer from the rehabilitation division (corresponding with the Vocational Training Branch in Canada). Their decisions are final unless appealed from. They require no confirmation by any central body to make them effective. Appeals may be made from the District Ratings Board to the District Appeal Board, which is within the Bureau, and is composed of three district officials of the Bureau of diverse occupations. An appeal lies again from the District Appeal Board to the Central Board at Washington, which is also within the Bureau, and is composed of Bureau officials also of different occupations. A further reviewing body is a Medical Review Board, consisting of a large number of medical officers at Washington, and which determines primarily only medical questions. A further appeal may be taken to the Director of the Bureau, and this appeal is really decided by an Advisory Board consisting of the heads of the various divisions of the Veterans' Bureau at Washington.

In the United States system, while the applicant has the right to personally appear before any of these appeal boards, it is seldom that this opportunity is taken advantage of, and the appeals are generally decided upon the contents of the applicant's file.

In all of the above proceedings, applicants are advised and assisted by soldiers' friends, called Contact Officers, paid by the Bureau and located in each Sub-district Office and in all the larger hospitals.

COMPARATIVE FEATURES

It will be esen, from the foregoing, that in Great Britain the Appeal Tribunals are independent of the Ministry, while in the United States the Appeal Boards are composed of personnel from the department. In both Great Britain and the United States a policy of decentralization has been adopted, with apparently satisfactory results. There are the obvious advantages of convenience, the elimination of many frivolous appeals by discussion with the applicant, and the confidence which an applicant has in a territorial tribunal the personnel of which he is more likley to know by reputation at least, and from the fact that he believes his case will receive more thorough and less hurried consideration.

Proposal on Behalf of Ex-service Men

The suggestions which have been made at all the hearings of the Commission, as to the constitution of appeal tribunals, have contained the basic principle that there should be district tribunals rather than simply one central

body. These suggestions have taken various forms. It has been recognized that, in view of the difficulties of pension decisions, and the study of Pension laws and regulations, which is necessarily involved, there should be, at least for a time, some co-ordinating body. This has led to a further suggestion that all recommendations of district tribunals should be subject to confirmation by a central body. The consensus of the opinions expressed on behalf of ex-service men before the Commission was to the effect that the following principles should be included in any appeal system:—

(*a*) A district Tribunal, members to be ex-service men;

(*b*) A Federal Tribunal, members to be ex-service men;

(*c*) A recognized Soldier's Adviser;

(*d*) The right of personal appearance;

(*e*) Access to file;

(*f*) Right to further appeal upon production of satisfactory new evidence.

The general procedure to be: (1) the applicant to make his appeal from the Pensions Board to the District Tribunal; and (2) if the recommendation of the District Tribunal be adverse to the applicant, it be final; (3) if the recommendation of the District Tribunal be favourable to the applicant, it be submitted for reconsideration to the Pensions Board; (4) if the Pensions Board refuses to concur in the recommendation of the District Tribunal, the case be passed automatically to a Central Appeal Tribunal, the decision of which should be final.

The Commission considers that an objection might be made to the feature, number (2) above, by which the decision of the District Tribunal against the applicant would preclude the case going to the Federal Tribunal since, under reverse circumstances, the applicant does not get the benefit of a favourable recommendation of the District Tribunal until accepted by the Pensions Board or confirmed by the Federal Tribunal.

Recommended Appeal System

It is realized that the establishment of District Tribunals involves considerable cost and machinery, and also the problem of training a large personnel in pension matters. This cost should be gradually reduced as the accumulation of appeals is disposed of, and new applications for pensions should diminish in number as the post-war period increases. As the District Tribunals become familiar with the work, the necessity for a Federal Tribunal may be obviated, or the alternative might be adopted of enlarging the boundaries of the districts. It is felt that the obtaining of trained personnel for District Tribunals will not prove an insuperable difficulty, having regard to the large number of medical officers and others interested in soldier problems who are already familiar with pension matters.

After considering all the suggestions received from representatives of ex-service men and the systems in vogue in both Great Britain and the United States the Commission has come to the conclusion that an appeal procedure which would meet conditions in Canada and fairly protect the interests of both the ex-service man and his dependents, and the country, would be the following, which is hereby recommended:—

(*a*) The establishment, under the Department of Justice, of a *District Review Board* for each of the nine D.S.C.R. districts, and of a *Federal Appeal Board* for the Dominion of Canada, the personnel of each of these tribunals to consist of a medical man, a lawyer and a layman, at least two of whom shall be ex-service men.

(*b*) An appeal to lie from decisions as to Treatment or Pension to the District Review Board, which shall, after hearing the case, make such recommendation as is warranted; this recommendation to be forwarded to the authority, either the Pensions Board or the D.S.C.R., which has made the decision complained of. In case a recommendation favourable to the applicant is not carried into effect within a specified time, or in case of a recommendation unfavourable to the applicant, the recommendation and file is automatically to go to the Federal Appeal Board. Generally, the latter may, without formal hearing, approve or disapprove the recommendation of the District Review Board, and the original authority shall act on the Federal Appeal Board's decision; but in cases where the recommendation of the District Review Board is more favourable to the applicant than the decision complained of, the Federal Appeal Board may not disapprove the recommendation without giving the applicant an opportunity to appear personally, or be represented before it, at a hearing in the district in which the applicant resides. On this hearing, the Federal Appeal Board may make such final decision as may appear just.

(*c*) The right of appeal to be open for one year from the coming into force of the regulations, or for one year after the decision complained of, whichever may be last.

(*d*) The applicant to be entitled to only one appeal on the question of the connection of his disability with service, but if he subsequently submits evidence sufficiently convincing in the opinion of the District Review Board, the latter may, on special application grant the right to another appeal.

(*e*) Applicant to be entitled to only one appeal as to any one decision fixing the degree of disability, but assessment on each periodic re-examination to be considered a decision for this purpose. On an appeal as to degree of disability, the whole case, including service connection, to be reviewed and the assessment increased, diminished or pension discontinued, as the circumstances warrant.

(*f*) The appointment of an official Soldier Adviser in each D.S.C.R., unit, to assist applicants in the preparation and presentation of their cases.

(*g*) The applicant to have the right to appear personally, and if he so desires, but at his own expense, to be assisted by counsel or other representative other than the official Soldier Adviser.

(*h*) For the purpose of preparing the case, the Soldier Adviser, the applicant, or some one person authorized by him in writing, to have reasonable access to the applicant's personal file in the presence of a D.S.C.R. official.

(*i*) The expenses of the successful applicant, in appearing before either the District Review Board or the Federal Appeal Board, to be paid on the scale now allowed applicants brought in for periodical medical attention.

These recommendations as to the general appeal system are supplemented by a memorandum, herewith, to indicate certain matters for consideration in working out the plan above proposed. The details are tentative only and subject to such modification as may be considered necessary in carrying into effect the said general principles.

MEMORANDUM

1. Provision for the appointment, by the Governor General in Council, of ex-service men to act as *Soldiers' Advisers* in each D.S.C.R. unit, each appointee to be selected from at least four nominees of the Councils of the Dominion Veterans' Alliance of the province composing the territory of the D.S.C.R. unit, acting jointly.

2. *District Pension Review Boards:—*

(*a*) *Appointment.*—By the Governor General in Council on the recommendation of the Minister of Justice.

(*b*) *Personnel.*—Three members, two of whom shall be ex-service men, one a medical doctor, one a lawyer, and one a layman preferably with industrial or business experience qualifying him to consider the effect of disabilities on the employability of the applicant in unskilled occupations; one of the members to be named, by the Governor General in Council, as Chairman.

(*c*) *Jurisdiction.*—To review and make recommendations in respect of decisions complained of by the applicant as to treatment or pensions as hereinafter set out; and to hold sittings within its territorial limits at such places and times as may be required for the rapid and efficient disposal of cases.

(*d*) *Territorial Limits.*—To correspond approximately with the boundaries of the units of the D.S.C.R.

(*e*) *Period of Appointment.*—For one year and thereafter during pleasure.

(*f*) *Remuneration.*—On a per diem basis to be fixed by the Governor General in Council.

3. *Federal Pension Appeal Board:—*

(*a*) *Appointment.*—Similar to that of members of the District Pension Review Boards.

(*b*) *Personnel.*—Similar to that of the District Pension Review Boards.

(*c*) *Jurisdiction.*—To consider and make final decisions as to recommendations made by the District Pension Review Board as hereinafter set out.

(*d*) *Territorial Limits.*—The whole of Canada, sittings to be held in such places and times as may be required for the disposal of appeals, with the general idea that such sittings may be held in any places where there are Unit or Sub-Unit offices of the D.S.C.R.

(*e*) *Period of Appointment.*—Five years.

(*f*) *Remuneration.*—To be fixed by the Governor General in Council.

4. Provision for granting to ex-service men and dependents the right to appeal from decisions as to treatment or pension, either in respect of entitlement or assessment, such appeal to be to the District Pension Review Boards and thence to the Federal Pension Appeal Board, as hereinafter set out.

5. Provisions prescribing *procedure respecting appeals*, the following being submitted not as exhaustive, but to indicate the Commission's idea as to the general operation of the proposed tribunals:—

(*a*) *Notice.*—Any applicant for treatment or pension who complains of a decision in respect thereto may give notice to the officer in charge of the D.S.C.R. Unit for the territory in which the applicant resides, that he desires to appeal from such decision.

(*b*) *Certificate.*—He shall, with the notice, forward a certificate as follows:—

(1) In case of appeal from a decision refusing Treatment or Pension on grounds indicating that the disability complained of is not considered to be connected with service, the certificate shall be signed by a qualified medical practioner who is a member in good standing of a recognized Medical Association in the Province in which the applicant resides, stating that in the opinion of such medical practitioner, the applicant has a disability, and that there is reasonable probability that such disability was attributable to or incurred or aggravated during service.

(2) In case of appeal from a decision as to the degree of the percentage of the applicant's disability, the certificate shall be signed by two qualified medical practitioners who are members in good standing of a recognized Medical Association in the province in which the applicant resides, stating that in the opinion of such medical practitioners the degree of disability for which pension has been awarded is too low, and specifying the opinion of such medical practitioners as to the percentage by which the applicant's earning capacity in an unskilled occupation has been decreased by service disability.

(3) The certificate referred to in clauses (*a*) and (*b*) shall also contain the following clause:—

"I will, if requested by the District Pension Review Board, furnish further particulars of the grounds on which this certificate is based, and will be prepared to give evidence under oath in support of the opinion herein expressed, when required."

(*c*) *Time.*—The notice, with the certificate, must be received by the officer in charge of the D.S.C.R. unit within one year from the date of the coming into force of effective provisions for such appeal, or within one year after the date when the applicant was advised of the decision complained of, whichever shall be last.

(*d*) *Acknowledgment.*—On receipt of the notice, the officer in charge of the D.S.C.R. unit shall acknowledge same, and, in case of appeals from assessment of disability, shall inform the applicant that the case is open to review on all points and that on review and appeal the award may not only be increased but may be reduced, or discontinued if it is found that the applicant is not entitled to pension, and further, that such appeal may be immediately withdrawn if upon reconsideration the applicant so desires.

(*e*) *Drawing Head Office File.*—The officer in charge of the D.S.C.R. unit shall, on receipt of the Notice of Appeal with the Certificate, forthwith,—

(*a*) notify the Soldier's Adviser of the receipt of same; and

(*b*) requisition the applicant's Head Office file from the Central Registry, and same shall be forwarded by the Central Registry accordingly.

(*f*) *Inspection of File.*—On receipt of the Head Office file, the officer in charge of the D.S.C.R. unit shall forthwith advise the Soldier's Adviser thereof, and shall make such file available for reasonable inspection, in the presence of a D.S.C.R. official, by the Soldier's Adviser, the applicant and some one other person authorized thereto in writing by the applicant.

(g) *Advice to Applicant.*—The Soldier's Adviser shall thereupon communicate with the applicant, advising him of any further evidence which may be desirable, and shall generally assist the applicant in connection with the appeal.

(h) *Order of Hearing.*—Appeals shall be set down for hearing according to their nature and urgency and not necessarily in the order in which the Notices of Appeal have been received; appeals as to entitlement shall generally have precedence over appeals as to assessment.

(i) *Notice of Hearing.*—The officer in charge of the D.S.C.R. unit shall advise the applicant and the Soldier's Adviser of the hearing at least ten days before the date when the District Review Board is to hear the appeal.

(j) *Withdrawal of Appeal.*—The applicant shall have the right, by notice in writing to the officer in charge of the D.S.C.R. unit, to withdraw his appeal, and if such notice is received by such officer not later than seven days previous to the time fixed for the hearing, but not otherwise, it shall be considered as if there had been no appeal.

(k) *Appearance at Hearing.*—The applicant shall have the right to appear in person before the District Review Board, and in case of a favourable recommendation by the latter or of an unfavourable recommendation by the District Review Board but reversed by the Federal Appeal Board, the applicant shall be paid his reasonable expenses on the scale allowed applicants brought in for periodical medical examination; otherwise, no expenses shall be paid to the applicant. The applicant shall be represented by the Soldier's Adviser, but the applicant may, if he so desires and at his own expense, be represented by counsel or other person. The authority which has made the decision appealed from, that is, the Pensions Board or the D.S.C.R., as the case may be, shall designate some official to attend on the hearing, simply to assist in putting before the District Review Board all considerations affecting the application and not in any sense as a departmental advocate.

(l) *Evidence at Hearing.*—The District Review Board shall, upon the hearing, have the right to completely review the case both as to entitlement and assessment and to call witnesses, require and take evidence under oath or otherwise, and either orally or by declaration, certificate or otherwise. It may require further medical or physical examination of the applicant and it may call and employ such experts as may be desirable for that purpose.

(m) *Recommendation by District Review Board.*—The District Review Board shall, upon and after such hearing, make such recommendation as to the disposition of the appeal as it may consider warranted by the evidence on file, and any further evidence and examinations adduced and made and under the statutes and regulations applicable to the case, such recommendation to include a full statement of the grounds therefor. A copy of such recommendation shall be filed in the D.S.C.R. unit office of the district where the applicant resides, and shall be open for inspection of the Soldier's Adviser, the applicant and the person, if any, authorized by the applicant to inspect same, and a copy of such recommendation shall be mailed to the applicant.

(n) *Transmission of Recommendation.*—Such recommendation, with the applicant's Head Office file including a copy of all evidence, documents, etc., considered by the District Review Board, shall forthwith be transmitted by the officer in charge of the D.S.C.R. unit to the authority

which made the decision appealed against, that is to say, the D.S.C.R. or the Pensions Board as the case may be, for reconsideration, and *(a)* in case the recommendation is more favourable to the applicant than the decision complained of and such recommendation is not accepted and carried out within two months from the receipt thereof, or *(b)* in case such recommendation is not more favourable to the applicant than such decision, such recommendation shall, with the applicant's Head Office file, be forthwith transmitted to the Federal Appeal Board.

(*o*) *Action by Federal Appeal Board.*—Subject to the provisions of clause (*p*), the Federal Appeal Board shall, on receipt of such recommendation, documents and file, consider same with all despatch and shall have full power, without formal hearing, to approve or disapprove such recommendation, and the decision of the Federal Appeal Board thereon shall be final and binding.

(*p*) *Local Hearing in certain cases:*

(1) In cases where the recommendation of the District Review Board is more favourable to the applicant than the decision complained of, the Federal Appeal Board shall not disapprove of such recommendation without affording the applicant the opportunity of appearing personally, or by representative, at a hearing before the Federal Appeal Board in the D.S.C.R. district where the applicant resides.

(2) If such oportunity is not afforded within four months after the receipt of such recommendation by the Federal Appeal Board, the recommendation shall automatically be dealt with and acted upon as if the same had been approved, until the decision of such Federal Appeal Board has been given after such opportunity of appearing personally or by representative as aforesaid has been afforded.

(3) In connection with and on such hearing, the Federal Appeal Board shall have the same authority as that of the District Review Board specified in clause (1).

(4) On and after such hearing, the Federal Appeal Board may either approve, disapprove, alter or modify such recommendation and make such decision as it may consider warranted.

(5) In case of the personal appearance of the applicant before such Federal Appeal Board where a recommendation of the District Review Board favourable to the applicant has been approved, the applicant shall be paid his expenses similarly to the case of personal appearance before the District Review Board.

(6) In a case where the applicant is afforded the opportunity of being present personally or by representative before the Federal Appeal Board, the applicant shall be represented before the Federal Appeal Board by the Soldier's Adviser or, at the applicant's option, in a similar manner to the representation hereinbefore specified before the District Review Board. The authority making the decision appealed against shall also be represented before the Federal Appeal Board in the same manner as before the District Review Board.

(*q*) *Transmission of Federal Appeal Board Decision and Action thereon.*—A copy of any decision of the Federal Appeal Board shall be forthwith transmitted to the authority making the decision appealed from and shall be forthwith carried into effect by such authority. Copies of such decision shall also be mailed to the officer in charge of the D.S.C.R. unit and to the applicant respectively.

(r) *Limitation on Appeal.*—There shall be only one appeal by the applicant on the question as to whether any specified disability is attributable to or was incurred or aggravated during service, provided that where the applicant on special application satisfies the District Review Board that he has discovered new evidence clearly establishing such connection of the disability with service, the District Review Board may give leave to the applicant to appeal, and same may proceed de novo. There shall be only one appeal from a decision as to the degree of the applicant's disability, but this shall not prohibit a fresh appeal on each decision made after periodic re-examinations.

6. The District Review Boards and the Federal Appeal Board shall have *all the powers and authorities granted to* Commissioners under the following clause of the *Inquiries Act* (R.S.C. Chapter 104):—

7. The commissioner or commissioners may, for the purpose of the investigation, enter into and remain within any public office or institution, and shall have access to every part thereof, and may examine all papers, documents, vouchers, records and books of every kind belonging thereto and may summon before him of them any person and require him to give evidence on oath, orally or in writing, or on solemn affirmation if he is entitled to affirm in civil matters; and any such commission may administer such oath or affirmation.

8. The commissioner or commissioners may, under his or their hand or hands, issue a subpoena or other request or summons, requiring and commanding any person therein named to appear at the time and place mentioned therein, and then and there to testify to all matters within his knowledge relative to the subject-matter of such investigation, and to bring with him and produce any document, book, or paper, which he has in his possession or under his control relative to any such matter as aforesaid; and any such person may be summoned from any part of Canada by virtue of such subpoena, request or summons. .

2. Reasonable travelling expenses shall be paid to any person so summoned at the time of service of the subpoena, request or summons.

9. If, by reason of the distance at which any person whose evidence is desired, resides from the place where his attendance is required, or for any other cause, the commissioner or commissioners deem it advisable, he or they may issue a commission or other authority to any officer or person therein empowering him to take such evidence and report the same to him or them.

2. Such officer or person shall, before entering on any investigation, be sworn before a justice of the peace faithfully to execute the duty entrusted to him by such commission, and shall, with regard to such evidence, have the same powers as the commissioner or commissioners would have had if such evidence had been taken before him or them, and may, in like manner, under his hand issue a subpoena or other request or summons for the purpose of compelling the attendance of any person, or the production of any document, book or paper.

7. Provisions to be made authorizing all necessary regulations as to *sittings*, *practice* and *procedure* of the District Review Boards and of the Federal Appeal Board, and to *increase* or *reduce* the number of such Boards or either of them or their territorial limits as the volume of appeals may from time to time require.

PART FOUR

RETURNED SOLDIERS' INSURANCE ACT

Representations have been made on behalf of ex-service men, at some of the sittings of the Commission, to the effect that the time provisions of the Returned Soldiers' Insurance Act should be further extended. Some proposals have gone so far as to urge indefinite extension. The reasons given in support of this request have been:—

(*a*) That some ex-service men are still in ignorance of the beneficial provisions of this Act;

(*b*) That, on account of economic conditions, ex-service men who would otherwise have taken advantage of the Act have been precluded from doing so;

(*c*) That one of the objects of insurance was to afford a means to ex-service men of providing for their dependents where pension was not indicated, and that the applications of a certain number of men for pension are still pending, while they are endeavouring to get further evidence, and that these applications may not be decided before September 1, 1923, when the Act expires;

(*d*) That claimants for pension who before a Board of Appeal may eventually establish their right, have, during the interval, been deprived of pension moneys which they otherwise would have received and which have been available for the payment of premiums on insurance.

The Commission has, in its report on the First Part of the Investigation, gone very fully into the whole matter of the scheme of the Returned Soldiers Insurance Act. The original request on behalf of ex-service men was that those suffering with a war disability, who had dependents and who were unable to obtain insurance at standard rates by reason of their disability, might be provided with same by the State.

The difficulty immediately presented itself of determining whether the condition of impaired health was or was not due to war service. As most men had been but recently discharged, it was considered best, in order to give every concession to the applicant and in order to avoid the trouble and expense of medical examination, to admit for a period of one year, but no longer, that any disability from which an applicant suffered was due to war service and thus to accept for insurance all ex-service men with or without dependents, without regard whatsoever to their state of health nor to whether any impairment was due to war service. Clearly, it was not contemplated to continue for any length of time such a wideopen insurance scheme, for the reason that as long as the privileges of the Act were available, any one finding himself seriously ill would take out a policy for the largest amount he could obtain and pay for.

The Act therefore, as passed, insured not only ex-service men suffering from a war disability, but went much further and put the applicant without dependents on exactly the same footing as the applicant with dependents regardless of his physical condition and of whether any impairment of health was connected with service.

The Commission is convinced, from the evidence, that the original intention was to limit this wide open operation of the Act to one year, but it was, as finally passed, left open for two years, expiring September 1, 1922. In 1922, as fully set out in the previous report of the Commission, certain restrictions were introduced, and these were embodied in the statute which went into operation on July 1, 1922. At the same time a concession was made by extending the restricted Act for another full year expiring September 1, 1923.

The Commission has, in said previous report, expressed opinions which, if acted upon, will result in payment of all claims as if there had been no restriction up to the legislation which became effective July 1, 1922. These payments will probably require the expenditure of many hundreds of thousands of dollars. The Commission considers that if this opinion is acted on, the full spirit of the enactment will have been carried out. In addition to this, the Act has been extended for another full year for the benefit of those whom the ex-service men had originally in view, namely, the man with a war disability and dependents, even though the application for insurance is made on his deathbed.

It is admittedly impossible to make any accurate prediction as to the ultimate financial commitment involved in an Act of this kind in view of its unprecedented character; but a rough estimate made in the evidence before the Commission placed the loss on maturity of the insurance already in force in April, 1923, at from ten to twelve million dollars.

As to the reasons given above which have been urged for further extension, the Commission considers:—

(1) That for the past two years the most ample publicity has been given to the beneficial features of the Act;

(2) That in connection with a scheme of this kind where limitation of time is the only safeguard which the State can have, economic considerations in the case of individual prospective applicants cannot be sound ground for leaving the State exposed indefinitely to the inevitably large losses involved. The extensions already made are, the Commission considers, all and possibly more than could reasonably be expected by ex-service men and granted by the country to meet an unusual economic situation.

The Commission intimated at its public hearings both in Winnipeg and in Toronto, when this matter was being discussed, that it wished it to be known that no applications should be deferred in the expectation of any action or recommendation of extension by the Commission.

In view of the above, and of the matters fully set out in the report of the Commission on the First Part of the Investigation, and having in mind the further fact that there are still about four months within which the advantage of the Act may be obtained, the Commission is of opinion that it would not be warranted in recommending any further extension of the time limit of the Act.

PART FIVE

EMPLOYMENT SERVICES FOR HANDICAPPED MEN

The Commission has been requested to deal briefly with the question of the means which may be adopted for assisting in the absorption into suitable employment of ex-service men suffering substantial physical handicaps from war service. This subject, the Commission considers, has to do with one of the most important soldier problems which the country is now facing, and, apparently, the problem must become increasingly difficult as time goes on.

The Commission cannot hope, even after there has been an opportunity for the further consideration which the question requires, to find a satisfactory solution for a problem which still remains unsolved in every country which has engaged extensively in the war and which is the result, not only of war service conditions, but of an abnormal economic situation which is world wide.

At the urgent request of representatives of ex-service men, the Commission simply touches, in this early Interim Report, one phase of the question which has been briefly discussed in the evidence given before it, namely, the facilities which are provided by Governmental authorities in placing handicapped ex-service men in suitable employment.

It has been recognized by the Federal authorities that these men should be thus assisted and given preferential consideration. The D.S.C.R. has maintained, as part of its re-establishment activities, a Handicap Section in sixteen of its local offices. The object of these sections is to interest prospective employers on behalf of this class of ex-service men and to bring together the man and the job.

There is also operating, in each of the provinces of Canada, a Provincial Employment Service which is for all unemployed and takes no special account, officially, of handicapped ex-service men.

Under the Federal Department of Labour there is a branch called the Employment Service of Canada. This branch, in an endeavour to assist with the general unemployment problem, has entered into an agreement with all the provinces, except New Brunswick, whereby the Dominion contributes up to fifty per cent of the cost of operation of the Provincial Employment Offices, in consideration of the latter making certain returns to the Federal branch. These returns are required with a view to making it possible to put into force clearing house methods, so that the surplus of unemployed in some parts of Canada may be placed in other parts of the country where there is a shortage.

This is as far as the Federal activities in employment matters go, employment generally being a provincial concern.

The D.S.C.R. has been endeavouring to have its Handicap Section taken over by the Provincial Employment Offices, the department offering to pay the total cost of the increased expenditure made necessary thereby. Agreements to this effect have already been entered into with the provinces of Alberta, Saskatchewan and Nova Scotia, and also individually with the city of St. John. As yet, although negotiations have been proceeding for nearly a year in some cases, no arrangement has been concluded with the other six provinces. The Commission was assured that the D.S.C.R. was hopeful that further agreements would soon be arrived at, but the comparatively slow progress made to date does not give promises of that early co-ordination which the Commission

believes is absolutely necessary and urgent if the provincial activities can really do anything effective to ameliorate the situation.

One advantage of having these Handicap Sections of the D.S.C.R. taken over by the provincial authorities is that the latter have nearly five times the number of offices throughout the Dominion, and are therefore much more closely in touch with employment opportunities.

In the provinces where the agreement between the D.S.C.R. and the provincial offices is not in force, it is obvious that the D.S.C.R. activities on behalf of handicapped men are in direct competition with the efforts of the provincial agencies which necessarily include a certain number of men equally handicapped by physical disabilities incurred in civilian life.

The officials of the D.S.C.R. are convinced that the co-ordination of the Department's Handicap Section with the Provincial Bureaus would work satisfactorily. What the Commission considers necessary, however, is that if this opinion is correct, the co-ordination should be effected and put into operation without delay.

It would seem that, in view of the substantial contribution made by the Federal authorities towards the provincial services, the former might fairly ask that agreements similar to those already made with the D.S.C.R. be entered into by the remaining provinces, particularly on account of the fact that the D.S.C.R. is willing to undertake the total additional cost involved.

The only alternative is for the D.S.C.R. to increase its employment activities and operate on its own account all over Canada. This involves opening additional offices, and the carrying of whatever administrative staff may be necessary to furnish a complete National Employment Service for handicapped ex-service men.

All of the above is respectfully submitted.

J. L. RALSTON,
Chairman.

WALTER McKEOWN,
Commissioner.

A. E. DUBUC,
Commissioner.

April, 1923.

ROYAL COMMISSION

S. J. McLEAN, LL.B.,
Chairman.

Gen. T. L. TREMBLAY

LEVI THOMPSON

LAKE GRAIN RATES

REPORT

W. T. R. PRESTON,
Secretary.

Printed by Order of Parliament

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1923

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PRIVY COUNCIL OF CANADA

P.C. 118

AT THE GOVERNMENT HOUSE AT OTTAWA

WEDNESDAY, the 17th day of January, 1923.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL

Whereas representations have been made to His Excellency's Government on behalf of responsible grain production and trading interests,—

(1) That a steamship combine exists composed of Canadian companies having Lakes Superior, Huron and Erie as a base of operations;

(2) That grain shipments which emanate from Western Provinces pass through the main outlet of Fort William and Port Arthur to eastern ports and are involved in the freight rates controlled by the alleged combine;

(3) That the alleged combine is largely effective through an amalgamation of interests of shipping companies and vessel owners trading upon the said Great Lakes;

(4) That the alleged combine or controlling interest by its management and operation of the bulk of tonnage of Canadian vessels plying on the aforesaid lakes exercises a dominating influence upon the transportation of grain between the western and eastern ports and by the further exercise of this authority creates high and unjustifiable freight rates upon grain;

(5) That the alleged combine or amalgamation of shipping interests has absolute authority to charter and allocate space for cargoes of grain in the great bulk of tonnage traversing the said lakes between Canadian ports and the said alleged combine refuses to charter or allocate space to grain brokers, dealers or traders (with minor exceptions) unless the said brokers, dealers or traders agree to place insurance upon their cargoes effected through and by the said alleged combine or combination of shipping interests.

(6) That the premium rates of insurance thus demanded and charged by the said alleged combine are in excess of premiums otherwise available to the said brokers, dealers and traders;

(7) That the said alleged combine, by insisting upon higher rates being paid for transportation of grain to Canadian ports than the said sombine of shipping interests charges for carrying grain upon identical dates from Fort William and Port Arthur to Buffalo is discriminating against Canadian ports and harbours on Georgian Bay and Lake Erie in favour of the port of Buffalo, in the State of New York, U.S.A.;

(8) That the said alleged combine by the control it exercises upon Canadian tonnage on the said Great Lakes at times demands higher freight rates to Eastern lake ports from Fort William and Port Arthur than are charged by American shipping companies carrying American grain from Chicago and Duluth to Buffalo and other United States Eastern lake ports;

(9) That the operations of the said combine in controlling the said freight rates and further demanding that shippers, brokers and dealers in grain should effect insurance upon the excessive premium rates named by the said combine, has unfairly and considerably increased the cost of transportation and handling the natural products of the Western provinces.

(10) That the aforesaid situation in respect to the transportation of the products of the Western provinces adversely affects the great grain producing population of the said provinces by preventing the grain growers from securing reasonable and untrammelled access to the world's markets for their products; and also prevents the said grain producing population from receiving fair, just and reasonable prices which would otherwise be available for their products.

And whereas, the existence of a monopoly or combine of persons, interests, companies or corporations operating or controlling for their personal gain or profit the transportation facilities upon the main waterway over which must be transported the bulk of the natural products of the Western provinces would be contrary to public interests, would levy a special burden upon the agricultural life of the West, constitute a menace to the settlement and expansion of the Prairie Provinces, and also restrict general trade with serious consequences to the entire commercial, industrial and financial life of the Dominion.

Therefore His Excellency the Governor in Council is pleased to authorize and doth hereby authorize the issue of a Commission, under Part 1 of the Enquiries Act, Revised Statutes of Canada, 1906, Chapter 104, and amendments thereto, appointing Simon James McLean, Assistant Chairman of the Board of Railway Commissioners, Ottawa, as a member and Chairman; Levi Thomson, barrister, of Qu'Appelle, Sask., and General T. L. Tremblay, Quebec, P.Q., as members of a Commission of Enquiry to investigate fully the aforesaid representations that have been made to His Excellency's Government; to enquire into the relations and arrangements between the steamship companies and interests amalgamated or combining for the purpose of operating or arranging for the transportation and insurance of grain upon vessels traversing the said Great Lakes;

To enquire into the alleged combine of shipping interests in its efforts to dominate and control the freight rates and terms under which grain has been carried from the harbours of Fort William and Port Arthur;

To enquire into the comparative freight rates on grain by vessels traversing the Great Lakes between Duluth, Milwaukee and Chicago to Eastern lake ports as compared with prevailing freight rates on grain to Eastern lake ports in vessels controlled or dominated or fixed by the alleged combination of interests controlling Canadian lake shipping sailing from Port Arthur and Fort William to Eastern ports, and notwithstanding the above enumeration to make such other further enquiry and investigation as to the Commission may seem necessary in the premises, and to this end the said Royal Commission shall have power to send for persons, papers, etc., etc.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

To His Excellency the Governor in Council:

THE REPORT OF THE ROYAL COMMISSION APPOINTED TO CONSIDER LAKE RATES ON GRAIN AND INSURANCE THEREOF

May It Please Your Excellency:

We, the Commissioners appointed by Order in Council dated January 17, 1923, to inquire into and report on lake rates on grain and insurance thereon have the honour to present herewith our report to Your Excellency.

The Commission held its first sittings in Winnipeg on February 12, 1923, and thereafter held sittings in Fort William, Montreal, Toronto and Ottawa. The members of the Commission also visited Duluth, Milwaukee, Chicago, Cleveland and Buffalo, in order to inquire into conditions existing at these American lake ports in regard to the rates and insurance on lake-borne grain.

Respectfully submitted.

(Sgd.) S. J. McLEAN,
LEVI THOMSON,
T. L. TREMBLAY.

Ottawa, May 14, 1923.

I

It was alleged in evidence that there were essential differences between the lake trade in which the United States lake vessels were concerned and the lake trade to which the Canadian vessels catered; and it was also alleged that while in Canada grain was the basic industry a different situation existed in the United States.

II

The following tabular summary from the Annual Report of the Lake Carriers' Association for 1922, sets out the traffic carried by American and Canadian bulk freighters for the period 1915 to 1922:—

TABLE I

Year	Iron Ore Gross tons	Coal	Grain of various kinds	Stone Net tons	Total Net tons
1922	42,613,726	19,868,925	14,267,020	7,592,137	89,454,848
1921	22,300,726	26,660,652	12,470,405	3,925,705	68,033,575
1920	58,527,226	26,409,710	6,736,348	7,821,980	106,518,531
1919	47,177,395	26,424,068	6,091,703	6,407,285	91,761,238
1918	61,156,732	32,102,022	6,548,680	7,467,776	114,614,018
1917	62,498,901	31,192,613	7,161,716	6,748,801	115,100,399
1916	64,734,198	28,440,483	10,555,975	5,553,927	117,052,686
1915	46,318,804	26,220,000	11,098,815	3,854,106	93,049,981

If the 1922 figures are taken, grain of all kinds carried by American and Canadian bulk freighters on the lakes amounts to 16 per cent averaged over the whole period covered by the table grain represents 10 per cent.

Of the 14·2 millions of net tons of grain carried in 1922 on the Great Lakes, 7·8 millions, or 55 per cent, were from Fort William and Port Arthur, leaving 6·4 millions of net tons of American grain moved on the Great Lakes, that is, after deducting the Canadian movement of grain and allowing for American coal and ore moving in Canadian bottoms, the American grain movement was approximately 8 per cent of the American lake tonnage.

III

Much stress is laid in the evidence on the importance of the iron ore tonnage. The iron ore moves on contract rates for the season, and the traffic is fairly well distributed month by month. In 1922, from Ashland and Lake Superior ports, the rate to Buffalo was 70 cents per gross ton of 2,240 pounds; in 1921, the rate was 80 cents. From Marquette, the rate in 1922 was 63 cents. From Escanaba to Lake Erie, 52½ cents, and to Lake Michigan and Milwaukee 42 cents.

It was stated in evidence that less than 5 per cent of the iron ore is available for the Canadian vessels. The carriage in Canadian vessels is to the Canadian "Soo" and to Point Edward.

The iron ore movement is considered, according to American witnesses, the basic trade of the large size bulk freighters of American register.

The United States Steel Corporation owns a large fleet of vessels engaged in the exclusive carriage of iron ore. During the war, these vessels did engage in the carriage of grain; but, aside from this instance, it has been found more advantageous to concentrate on the ore movements, utilizing in this connection the economies of loading and unloading, which are highly developed in this trade. On September 7, 1921, the steamer *D. G. Kerr* loaded at Two Harbours 12,508 gross tons of ore in 16½ minutes. It unloaded this cargo at Conneaut on September 12 in 3 hours and 5 minutes.

In addition to the iron ore so carried, there is a considerable amount carried by vessels which are also engaged in the grain trade, and it is represented that the rate obtained from ore has a controlling effect upon the grain rate. Converting the 70-cent rate already referred to to the per bushel unit on the wheat basis, this represents 1⅞ cents.

The advantage claimed for the ore trade movement in the United States is that it is fairly evenly distributed through the season. The following tabular summary of ore tonnage from the report of the Lake Carriers' Association for 1922 is pertinent:—

TABLE 2

	1922	1921	1920	1919
April	136,161	176,211	230,854	1,412,239
May	1,585,305	2,594,027	6,976,685	6,615,341
June	6,629,711	3,600,989	9,233,566	7,980,839
July	8,942,336	4,847,687	9,368,606	9,173,429
August	9,016,426	4,329,158	9,270,763	4,423,133
September	6,801,299	3,913,122	8,923,482	9,171,550
October	6,081,386	3,233,081	8,848,986	6,261,883
November	3,410,934	466,451	5,305,738	3,152,319
December	9,626	.....	99,146	46,662

In the absence of information, either as to surplus of ore, if any, in individual months over and above what is carried by the United States Steel Company's boats, and in the further absence of any information as to what tonnage of the grain fleet is available to carry this surplus, if any, no further comment can be made.

IV

The limestone tonnage, which has doubled in the last eight years, is tied up to the ore industry. This traffic is set out under the heading "Stone" in Table 1. This is a trade in which the bulk grain freighters do not compete to any appreciable extent. The limestone is carried in part by vessels of the United States Steel Corporation. There is, however, a steady increase in the number of self-unloading vessels which are especially constructed for this type of work. Limestone is, for example, obtained at Kelly Island on Lake Erie, and also from Calcite in Northern Michigan. The movement from Calcite to South Chicago, for example, is of the nature of a shuttle movement. the boats going down loaded with limestone and coming back light.

V

The coal movement in 1922, set out in Table 1, amounted to 20 per cent of the tonnage. On the average of the 8-year period, it amounted to 29 per cent.

The light coal movement in 1922 was due to the coal strike which lasted from April to September.

One American witness expressed the opinion that in normal years the bituminous and anthracite coal movement varies between 30 and 35 million tons. That it comes next to iron ore in importance; that out of a total of 30 million tons, only 3 million tons are carried to Canadian ports by American and Canadian vessels; and that the Canadian vessels would only carry about 1,500,000 tons.

In 1922, from the opening of navigation to the end of August, the bituminous coal movement was very light on account of a shortage of coal due to the strike, but the movement in September, October and November was very heavy, nearly 13,300,000 tons out of a total for the year of 18,522,142 tons.

The coal movement from Lake Erie ports to Montreal was specially low in 1922, only 214,000 tons as compared with 767,000 tons in 1921, and 1,415,000 tons in 1920.

The coal movement to Duluth-Superior in 1922 was only about half of what it was in each of the previous ten years.

VI

There is some inter-relation of these tonnage movements. The stone movement does not afford a cargo for boats engaged in the grain trade. To the extent that the grain boats are supplemental to the boats of the United States Steel Corporation, ore is a factor bearing on the rate. It is not a factor as affording a return cargo, because the ore from the ranges of Minnesota is moving in the same direction as the grain. The iron ore is not a factor of importance after about November 15; on account of frosts setting in about that time, or earlier, it is not feasible to handle ore in bulk amounts.

The coal is available for return cargo. During the season of 1922, out of a total of 19,868,925 tons of coal shows in Table 1, there passed westward through the Soo Canals 9,461,018 tons, of which, approximately, 7 per cent was hard coal.

The coal rates from Lake Erie ports in 1922 were agreed on at 40 cents per gross ton to the head of the Lakes. On a distance of 996 miles from Duluth to Buffalo, this gives a per ton mile earning of approximately 4 mills. To other ports, the rates were as follows: Sheboygan, Wisconsin, 55 cents; Milwaukee or Waukegan, 55 cents; South Chicago or Indian Harbour, 55 cents; Chicago, 65 cents. At the end of the season, "wild" rates of $1 per ton and even higher were operative.

It is represented that the coal tonnage just about pays operating expenses on the return trip. An analysis of the situation in this respect is made later.

VII

The total United States and Canadian vessel tonnage including steel and wooden freighters and barges of canal size available to carry the ore, coal, grain and limestone trade over the Great Lakes and canals represents 2,463,623 gross tons, divided as follows:—

Of American registry.. .. .. 2,130,398 gross tons.
Of Canadian registry.. .. .. 333,225 "

Gross tonnage is the internal volume of the vessel measured in units of 100 cubic feet based on capacity. The "registered" or net tonnage is the gross tonnage, less certain deductions for the space occupied by machinery, bunkers, etc.

Table 3 shows clearly that the steel bulk freighters furnish a very large percentage of the total tonnage and for that class of vessel that tonnage of Canadian registry represents 10·6 per cent of the total tonnage. The evidence also shows that the large steel bulk freighters are displacing the smaller vessels on the Great Lakes in the ore, coal and grain trade, due to their capacity of carrying large cargoes more economically.

In normal times, a very large percentage of the American steel bulk freighters is engaged in the ore trade with return cargoes of coal, and those vessels are not available for the grain movement. However, when the grain rates are attractive, a certain number of vessels in the ore trade will shift to the grain trade, especially at periods when the ore movement is light. The ore movement closes between the 15th and 20th of November.

TABLE 3—UNITED STATES AND CANADIAN BULK FREIGHT TONNAGE ON GREAT LAKES AND CANALS

Description	U.S. gross tonnage	Canadian gross tonnage	U. S. and Can. gross tonnage	Canadian percentage
				%
Steel Bulk Freighters in ore, coal, grain and stone trades	1,956,189	231,962	2,188,151	10·6
Steel Bulk Freight Barges in ore and coal trades	88,075	3,265	91,340	3·5
Composite Bulk Freighters in ore, coal and grain trades	6,704	6,765	13,409	50·0
Composite Bulk Freight Barges in grain, pulp and coal trades	673	3,741	4,414	84·7
Wooden Bulk Freighters in ore, coal and grain trades	43,917	51,299	95,216	54·0
Wooden Barges engaged in all trades	34,840	36,253	71,093	51·0
Total Freighters and Barges	2,130,398	333,225	2,463,623	13·5
Package Freighters	100,462	27,968	128,430	21·8
Passenger and Freight Steamers	69,541	24,853	94,394	26·3
Grand total	2,300,401	386,046	2,686,447	14·4

VIII

As shown in Table 1, the total movement of United States and Canadian grain from Lakes Superior and Michigan ports represented 14,267,020 net tons in 1922 as compared with 12,470,405 net tons in 1921, equivalent to 509,411,113 bushels of all grains for 1922 and 461,137,200 bushels of all grains for 1921.

In 1922, the total shipments from Port Arthur and Fort William to Canadian ports of all grains was 124,653,617 bushels, and to American ports 150,226,000 bushels; giving a grand total to American and Canadian ports of 274,879,617 bushels of all grains.

The movement from Port Arthur and Fort William to Canadian ports was distributed as follows:

To Bay ports and Goderich	71,000,000 bush.
To Port Colborne & St. Lawrence seaports	53,000,000 "
Total	124,000,000 "

The grain trade is the traffic which is important in volume in the case of Canada. Down until the end of August it is, in general, light. During that season, there is a considerable participation in American grain trade by Canadian boats. In 1922, Canadian bottoms carried from Duluth, Chicago, Milwaukee and Buffalo to Canadian ports 45·5 millions of bushels. Of the movement in Canadian bottoms from Duluth, Chicago and Milwaukee, approximately nine-tenths were for Bay ports and Goderich.

IX

The total amount of American grain—not limited to movements in Canadian bottoms alone—from Duluth, Superior, Chicago and Milwaukee to Bay ports, Goderich and Port Colborne, amounted in 1922 to 77·9 millions of bushels as compared with 81·4 of bushels in 1921. The figures in question are from the records of the Boards of Trade of Duluth and Chicago and the Chamber of Commerce of Milwaukee.

On the movement of grain from the head of the lakes in Canada, the Standard Shipping Company chartered during 1922, 54 per cent of the grain moving in Canadian bottoms, and 27 per cent of the grain moving in American bottoms; or an average on both items of 40 per cent. Some analysis of the business done by this brokerage firm may be taken as indicative of the general nature of the business. This firm has the exclusive right of chartering the tonnage of the Canada Steamship Lines, Ltd., and Exhibit 231, which deals with the cargoes carried by the vessels of the Canada Steamship Lines, Ltd., on its Upper Lake Division is informative:

TABLE 4

	Tons
1920—	
Cargo handled	3,088,813
Stone	46,703
Coal	518,756
Ore	957,747
Grain	995,680
Shown in total but not distributed	569,927
1921—	
Cargo handled	2,930,355
Stone	9,487
Coal	755,879
Ore	306,039
Grain	1,858,950
1922—	
Cargo handled	2,495,295
Stone	.....
Coal	191,631
Ore	424,416
Grain	1,879,248

When analyzed on a percentage basis, the results are as follows:

	1920	1921	1922
	per cent	per cent	per cent
Stone	1·2	0·5	.....
Coal	16·8	25·7	7·6
Ore	31·0	10·4	17·0
Grain	32·2	63·4	75·3
Not distributed	18·6	.....	.....

On the average of three years, ore amounted to 19·8 per cent. On the same average, coal, which is traffic available for back loading, averaged 17·2 per cent of the total. Rates of 40 cents, 50 cents and 55 cents were obtained on the coal carried in Canadian bottoms. There was, also, a "wild" or end-of-the-season rate of $1. As already indicated these rates are the subject of further analysis.

In the carriage of coal to the head of the lakes, the American vessels have the advantage because the American vessel carrying coal may touch at Fort William or Port Arthur on its way to Duluth and Superior. Of the coal carried to Port Arthur, Jack Fish and Fort William in 1922, 90 per cent was in United States bottoms; in 1921, 66 per cent, while to take a comparative year before the war period, 85 per cent represented the figure in 1913.

X

Of the grain traffic in 1921, as set out in Exhibit 146, the total shipments from Fort William and Port Arthur of wheat, oats, barley, flax and rye amounted to 217·8 millions of bushels, of which wheat represented 70 per cent. Of the total grain shipments, the movement to United States lake ports was 45 per cent. Out of the total wheat movement of 153·9 millions of bushels, 55 per cent moved through United States lake ports, and 93 per cent of this moved through Buffalo. In the season from September first to the close of navigation in 1921, out of 116·3 millions of bushels of wheat, 63 per cent moved to United States ports, the figure for Buffalo alone being 60 per cent.

In the season of navigation in 1922, out of a total of 274·8 millions of bushels of wheat, oats, barley, flax and rye, wheat accounted for 82 per cent. Of the total grain movement, 55 per cent went to United States lake ports. Of the wheat movement, 57 per cent went to United States lake ports, and 83 per cent of the grain moving through United States lake ports moved through Buffalo.

In the period from September 1st to the close of navigation in 1922, out of the 166·2 millions of bushels of wheat, 48 per cent went to Buffalo while the total to the United States lake ports was 60 per cent.

Exhibit 334 gives the total grain shipped by water from the head of the lakes, both in Canadian and American bottoms, at 265,508,000 bushels, reduced to a wheat basis.

The fluctuating nature of the business may be taken by the monthly totals in the following computations. The last three ciphers are omitted. The letter "C" stands for Canadian bottoms; the letter "A" for American bottoms:

TABLE 5

			Total
April	C —	8,003	
	A —	6,002	14,005
May	C —	17,577	
	A —	8,549	26,126
June	C —	11,651	
	A —	554	12,205
July	C —	12,151	
	A —	4,031	16,182
August	C —	8,010	
	A —	2,320	10,330
September	C —	17,675	
	A —	13,954	31,629
October	C —	21,972	
	A —	31,314	53,286
November	C —	23,751	
	A —	55,586	79,337
December	C —	8,706	
	A —	13,702	22,408
		265,508	265,508

Of the total carried during the season, 29·6 per cent moved in the period April to August, inclusive.

XI

A primary difference between lake rates and rail rates is that the former are less stable than the latter.

In rail transportation, an essential general feature of the regulation policy which Parliament has adopted is adequate publicity in regard to the rates charged, this embracing provision for notice in the case of proposed changes in rates. The Railway Act provides that standard or maximum rates shall, in the first instance, be approved by the Board of Railway Commissioners for Canada. These rates have to be published in the *Canada Gazette* and thereafter cannot be exceeded. The great bulk of the rail traffic moves on rates lower than those set out in the Standard Tariffs. These lower rates are known as Special Freight Tariffs. It is provided that in the case of a special freight tariff reducing any toll previously authorized to be changed, the company shall file the tariff with the Board at least three days before its effective date, and shall for three days previous to the date on which such tariff is intended to take effect deposit and keep on file in a convenient place, open for the inspection of the public during office hours, a copy of such tariff. It is further provided that where any special freight tariff advances any toll previously authorized, the company shall, in like manner, give thirty days' notice; subject to the proviso that where objection to any such tariff is filed with the Board, the burden of proof of justifying the proposed advances shall be upon the company filing such tariff—(Section 361, subsections 2 and 3.)

Further, the practice, which now has the sanction of the Railway Act, has developed that when a rail carrier proposes to increase a rate, application may be made by a person affected to the Board, and if a *prima facie* case for suspension of proposed increase is made out, the tariff may be suspended or disallowed, and, if suspended, it may be set down for hearing for justification by the railway.

The whole progress of Canadian railway rate regulation, as well as the progress of railway rate regulation in the United States, has been in the direction of recognizing the importance of stabilization of rates. Fluctuating rates in rail carriage have been recognized as making for uncertainty of business. The legislation has, therefore, emphasized the necessity of adequate publicity in connection with the change of rates. As a necessary consequence of this policy, they must remain operative for a reasonable extent of time.

XII.

The bulk of Lake transportation as it exists in Canada is concerned with grain. In the grain business, transactions in "futures" are fundamental. The evidence adduced before the Commission shows that in general the business is carried on by individuals purchasing space in advance of purchasing the grain. In some instances, the arrangement may be made a considerable time in advance of the proposed date of movement of the grain; in other cases, in dealing with "nearby tonnage," the arrangements may be made in respect of movements which are to take place within a very short time after the contractual arrangement is entered into. A grain dealer may obtain accommodation for his grain shipments as the grain comes forward; but the evidence adduced points to the general situation being one where an element of time intervenes between the contract and the actual shipment.

In the case of rail rates, there is no contractual right in the rate. Subject to the provisions of the Railway Act, an agreement might be entered into as to shipping goods at a future date, but when the goods come to be shipped the rate in existence in the tariff then operative applies and if the goods are shipped, say, under an agreement made three months earlier and other goods are shipped without any agreement, then the fact that there is an agreement in one case and not in the other does not take the goods out from under the rate in existence at the time of movement. The railway has no right to discriminate in treatment between two shipments of the same nature moving under similar circumstances at or about the same period of time, where the only difference is that one has been assured to the railway by an antecedent agreement and the other has not.

XIII.

From the nature of the grain business, rate agreements are made a considerable time in advance. The most extreme in this regard to which attention has been directed is set out in Exhibit 236 which involves a contract made with the Armour Grain Company under date of January 25th, 1922. This was concerned with movements to be made from Port Arthur or Fort William to Georgian Bay ports during the month of May. In one instance, a shipment of 1,000,000 bushels of wheat was involved at a rate of 2 cents, and the other a shipment of 2,000,000 bushels at a rate of $1\frac{3}{4}$ cents.

Varying dates will be found in varying contracts. Referring to one Exhibit, a contract is made dated March 6th to be effective "within ten days from opening of navigation." The charge was 3 cents. Another contract made on March 17th makes provision for a cargo to Montreal on "an early boat." On April 6th, provision is made for a shipment to Montreal "during first half of July." The *Glenlivet* was chartered to James Richardson & Son, for Bay ports, for the whole season, except the last trip, at $2\frac{1}{2}$ cents.

Agreements have been entered into with milling companies ensuring them, on certain conditions, differentials under "going" rates. In general, provision is made for a minimum "going" rate under which no differential is allowed. When the rate is in excess of this, a differential of from $\frac{1}{4}$ cent to $\frac{1}{2}$ cent per bushel, varying with the "going" rate, is provided for. The elements of quantity and regularity of delivery appear to be factors. The milling company undertakes to provide the steamship company all the grain the former requires during the open season of navigation; or, in another instance, the milling company undertakes to provide certain minimum monthly shipments during a specified time, e.g., from the first half of September until the first half of November.

In regard to long-term periods, reference may be made to a chartering on May 12th under which the shipment was to be at Colborne by June 6th. A contract in another Exhibit was made on April 10th to be moved "during the last fifteen days of June." Another of the same date to be moved "during the first fifteen days of July." Another contract is made on August 25th, to be loaded "during the last fifteen days of October;" while another contract made by the same firm with the same chartering agency on the same date was "for the first half of November." Then, again, contracts are made to load out "to-day;" "to-morrow" or "early next week."

XIV

An analysis of Exhibit 82, in so far as rates to Bay ports and Goderich from September 1st, 1922, to the close of navigation are concerned, will serve to show the fluctuating nature of the rates. This Exhibit is a statement covering the vessels loaded by the Standard Shipping Company during the season 1922, covering *inter alia* the rates. The rates as quoted are on wheat, and are per bushel:

During the month of September down to the 26th thereof, there was a rate of 3 cents to Bay ports and Goderich.

On the 27th and 28th there were rates of 3½ cents and 4 cents.

On the 29th there was a rate of 3½ cents.

On the 30th there was rates of 3 cents and 4 cents.

On October 3rd and 4th there was a rate of 4 cents, there being, however, a contract on the latter date of 3½ cents.

On October 4th to 15th, there was a rate of 4 cents.

On October 15th, there was also a rate of 6 cents.

On October 16th, there were rates of 3⅛ cents and 4 cents.

On October 17th, there were rates of 4 cents and 6 cents.

On October 20th, there were rates of 4 cents and 6 cents.

On October 21st-25th, there was a rate of 4 cents, on the 25th, there also appeared a 9-cent rate.

On October 28th, there were rates of 6 cents and 4 cents.

On October 29th-30th, there was a 4-cent rate, then on the latter date a 6-cent rate appeared.

On October 31st, there were rates of 4 cents and 6 cents.

On November 2nd, there was a rate of 9 cents.

On November 3rd, there was a rate of 9¾ cents, also rates of 4 cents and 8 cents.

On November 4th, there was a rate of 11 cents.

On November 5th, there was a rate of 4¾ cents, also a 4-cent rate and 8-cent rate.

On November 7th, there were rates of 4½ cents and 5 cents, while there was also a rate of 11 cents. A rate of 8 cents also appears on the same date.

On November 8th, there was a rate of 8 cents.

On November 10th, there was a rate of 5 cents and a rate of 8 cents.

On November 11th, there was a rate of 8 cents.

On November 12th, there were rates of 8 cents and 9½ cents.

On November 13th, there were rates of 4½ cents, 7 cents and 8 cents.

On November 14th, there was a 5-cent rate.

On November 16th, there were rates of 5 cents and 8 cents.

On November 17th and 18th, there were rates of 5 cents.

On November 18th, a 10-cent rate also appeared.

On November 19th, there were rates of 8 cents and 5 cents.

On November 20th, there were rates of 10 cents and 7¼ cents.
On November 21st, there was an 8-cent rate.
On November 22nd, there were rates of 5 cents and 8 cents.
On November 26th, there were rates of 8 cents and 10 cents.

The differences in rates referred to are, taking into consideration the numbers of the contracts or confirmations, tied up with the dates on which the contracts were entered into.

Another factor in connection with the time element is that of winter storage. For example, a contract was made as early as August 31st, 1922, for winter storage to an American port.

XV

Similar conditions exist in the United States. In Milwaukee, there were during 1921, in a season of approximately 271 days, 17 rates; they had a spread of from 1¾ cents to 4½ cents. In 1922, in a season of approximately 282 days, there were 46 rates varying from 2 cents to 6¼ cents. In Chicago, in a season of approximately 250 days, there were from Chicago to Buffalo 22 rates on wheat, with a spread of from 1·75 cents to 4·75 cents.

While the wheat rate was thus subject to variation, flour in the season from April 15th to December 19th, 1922, moved from Chicago to Buffalo, by lake, at the uniform rate of 30 cents per barrel.

Taking movements to Buffalo and United States Lake Erie ports, in two wheat contracts entered into on September 29th, both were shipped by the same party and both for shipment within the first ten days of October. The rate in one quotation was 5 cents, while in another 5¼ cents.

Other examples of fluctuations are available. Referring to the same lists of contracts, a contract for shipment of wheat was entered into on October 6th to move October 8th; the rate was 5½ cents. Another wheat contract entered into on the same date for the same party for shipment " this week ", was 5 cents.

XVI

The result of these varying rates may, and in various cases does, create a situation where the cargo of the boat is made up of varying quantities of grain of the same nature, but under different rates; that is to say, there may be grain moving under a lower rate which possibly is charged on a long-term contract, and, also, grain of the same kind moving on a higher rate made under a shorter-term contract.

In the case of one large shipper, 161 charterings were involved. 27 of these cover lots of from 10,000 to 25,000 bushels, while 24 cover from 25,000 to 50,000 bushels. One lot was as low as 4,000; another 5,000.

In the evidence, it was set out that movements in straight cargoes played a much larger part in the United States than in Canada, and it was argued that dealing in space as distinct from tonnage was very much to the advantage of the smaller shipper in Canada. While in some cases there is a preponderance of straight cargoes, in the United States there does not appear to be that generality in this regard which was alleged.

An analysis of steamers loaded by the Standard Shipping Company, season 1922, from details contained in Exhibit 82, shows the following details regarding straight cargoes (one shipper) and the number of steamers with two, three, four, five and over five shippers:

TABLE 6.

To	Straight Cargoes	Two Shippers	Three Shippers	Four to five Shippers	Over five Shippers
Bay Ports					
Goderich	72	35	23	23	5
Port Colborne	48	1	.....	.....	.....
Montreal	39	26	37	19	8
	159	62	60	42	13
Percentages	47·3	18·4	18	12·5	3·8

XVII

As indicating further the effect of these conditions on the business, it may be said that during the first half of 1921 down to August 31, 1921, the shipments of the Standard Shipping Company from Fort William to Bay ports and Goderich show, in a period of 139 days, 12 rates, with a spread of $1\frac{7}{8}$ cents. In the same period in 1922, or slightly less, viz: 133 days, there were 6 rates with a spread of 1·75 cents. In the second half of the shipping season when the heavier movement of Canadian grain takes place, there were, in 106 days in 1921, 18 rates, with a spread of 4 cents, while in 1922, in 106 days, there were 19 rates, with a spread of 8 cents.

To Colborne, during the whole season of 245 days, in 1921, there were 9 rates, with a spread of $2\frac{5}{8}$ cents while in 1922, in 239 days, there were 12 rates, with a spread of $3\frac{7}{8}$ cents.

To Montreal, during the whole navigation season of 1921, there were 23 rates, with a spread of $8\frac{1}{2}$ cents, while in 1922, there were 25 rates, with a spread of $15\frac{1}{2}$ cents.

XVIII

Rate practice in connection with the transportation of lake grain differs from what is allowed under the Railway Act. Grain rates are based upon specific contracts. Rail rates are dependent upon publication of tariffs; and all those offering freight, under similar circumstances, to be moved under the tariffs in question must have similarity of treatment, regardless of whether there have or have not been antecedant negotiations as to the establishment of tariffs covering the rates in question. In other words, there are inhibitions in respect of discrimination in regard to railway transportation which do not exist in the case of water transportation.

Parliament has recognized railway transportation as being an industry with monopolistic features which must of necessity be controlled by regulative legislation; but has considered lake transportation as competitive.

XIX

It is open to the lake carrier to carry in the same vessel, on the same date and between the same points of origin and destination, shipments, e.g., of wheat on different rates. Shipments of the same commodity may move on the same boat, at the same time and between the same ports, at different rates. For example, on the Midland King, on November 7th, 1922, to Goderich, there was included one lot of wheat at $4\frac{1}{2}$ cents; another lot of wheat at 8 cents. So far as the legal obligations are concerned, different rates may be charged to two

different shippers in respect of different lots and contracts entered into on the same date to the same destination, or even different rates may be charged in respect of different shipments of the same commodity by the same shipper.

Space may be contracted for, say, the last half of November or for the first half of November. It might happen, however, that the shipper who has contracted for space for the first half of November finds that the grain can go forward earlier than anticipated; and it was testified in evidence that it is within the power of the ship broker, with whom the contract has been made, either to provide for the shipment, say, on the first day of the period, or, if delay is of importance, to provide for it on the last day of the shipping period. It was intimated by witnesses that this service was of considerable value to them.

It would appear that where the dates of shipments are thus adjustable, there would be an opportunity of giving one shipper an earlier or later date within the period named, at the same time effecting a detriment in regard to another shipper who is not so treated. No evidence was adduced in regard to other shippers being so detrimentally affected. It does appear, however, that this ability to revise the dates of movement according to the needs of the shippers puts in the hands of the broker an opportunity to discriminate if he so desires.

XX

Nearby tonnage means tonnage available for grain shipment in a few days or within a short period.

Such tonnage can be easily procured from the opening of navigation to about the middle of September; but from that date to the close of navigation, when the grain movement is very heavy, it is much more difficult to find. The evidence shows that one grain shipper could not move any grain east of Fort William from the 29th of September to the 20th of October, because he had not reserved tonnage in advance, and then he found it impossible to procure any.

From the middle of September to the close of navigation, the grain is largely moving from Fort William in tonnage that has been reserved in advance, which means that grain shippers have to estimate their requirements when booking their reservation.

In 1922, a very large tonnage was booked in advance by the grain shippers in the early part of September and as early as August for Fall shipments. In the last week of September and the first week of October, the vessel brokers were reluctant to book any tonnage, claiming that they feared they would not be able to fill their contracts on account of the large reservation for tonnage, the congestion at the eastern Lake ports which delayed the boats, and the threat of suspension of the Coasting Laws.

In other words, the grain shipper has to guess the market; that is, how he can best procure the tonnage he requires, and what the rate will be. He has to consider before the heavy grain movement starts whether it is advisable for him to reserve tonnage in advance at the rate obtainable, or run his chance of securing tonnage when required at the going rate.

XXI

The Annual Report of the Lake Carriers' Association for 1922 in dealing with grain rates during that year, with especial reference to conditions on the United States side of the boundary, uses the following language, at p. 20:

> "Rates on grain were always in such a state of turbulent fluctuation that the intermittent fancy prices made the grain trade appear one of the most profitable commodities carried during the year. Average grain

rates are a myth as this trade is subject to daily and even hourly fluctuations, with charters made far ahead, but still something like an approximate grain rate as gathered during the season, does not reveal unduly high earnings in this traffic, although there was a range of rates from $1\frac{7}{8}$ cents to $8\frac{1}{2}$ cents during the sailing season, there was no period of definite length when prices remained high and hence commensurate with other favourable grain seasons."

The various witnesses stressed the competitive conditions existing in the American lake grain trade. The opinion expressed by witnesses who had experience, both of American and Canadian grain traffic, was that the conditions were highly competitive on the United States side of the boundary; and the same point of view was reinforced by the information which the members of the Commission were able to gather at various American lake ports.

The general idea of the Canadian shippers who were before the Commission was concerned with a desire to ensure that the lake grain trade would be replaced under a competitive regime. The evidence of Mr. James Stewart was especially emphatic in this regard.

It would appear that the basis of the lake grain traffic under competitive conditions is tied up to discrimination. It should be made clear the discrimination as used here does not mean a discrimination which is forbidden by law, because the discrimination is not forbidden in the lake grain traffic. Discrimination means, here, that those handling the shipping, be they brokers or vessel owners, are able to make their individual arrangements as to tonnage and rate with shippers, regardless of what has been done in the case of another shipper. Of course, the rate charged one would have some effect upon the rate charged another; but in a competitive system, which the grain dealers desire to maintain, there may be differences in treatment. The shippers are content to rely upon a competitive regime to equalize differences in treatment and possible disadvantages of discrimination, provided there are no artificial restraints of the competitive principle.

XXII

As bearing on the difference in treatment which may be made between shippers, the following Exhibits may be referred to:—

Exhibit 235 is a telegram from Mr. Enderby, of the Canada Steamships Lines, to Mr. L. H. Wolvin, dated September 27, 1922, which states:

> "Better get those instructions to Winnipeg in writing about booking no more cargoes until this coasting law question settled. Our agreement was now (no?) new business. Make your instructions to them absolutely definite."

Three other telegrams numbered respectively 190, 192 and 196 are also pertinent in this conection:

"September 15th, 1922.

"L. H. Wolvin, Esq.,
"Central Shipping Co.,
"Postal Telegraph Bldg.,
"Chicago, Ill.

"We are not chartering any more Canadian boats for September loading. Think it best to clean up what we have and if we have open space we can get pretty nearly whatever we ask for it STOP We are doing some October but thought perhaps we had better hold off on this also except with Sid Smith he is figuring half million lastaff abstract which we should supply him and then raise rate. Answer.

"W. W. HALL."

"October 3rd, 1922.

"L. H. Wolvin, Esq.,
"c o R. A. & W. M. Williams,
"Kirby Bldg.,
"Cleveland, Ohio.

"Hope you are able to advise us soon with regard to ore and want to point out to you that before taking care of O'Donahue we had better take care of Sid Smith who was first to wire Minister of Marine this morning at length explaining situation as it really is with regard to shipping, and he is as badly in need of tonnage to fill his sales as any other shipper in the building and will be in very bad hole if we cannot help him out on some grain on or before tenth. He just showed the difference between willingness to help us and careless attitude that most of others had.

"W. W. Hall."

Telegram from L. H. Wolvin, Cleveland, Ohio, to W. W. Hall, Winnipeg, dated October 11, 1922:

"OKay Smith's Bay charter. Keep this strictly confidential. Do not want to offer Stewart anything just now account of Ottawa STOP Where can I telegraph Stewart?"

There is no doubt that those who sent the messages in question were quite clear as to the power they possessed to differentiate between individuals and were quite willing to do so. Mr. L. H. Wolvin is Manager of the Standard Shipping Company, and Mr. Hall is his principal assistant. The Central Shipping Company is an American branch of the business controlled by the Standard Shipping Company.

Mr. Stewart had wired Ottawa requesting suspension of the coasting laws, while Mr. Smith had wired Ottawa opposing the suspension.

XXIII

The particular conditions as to rates which prevailed in 1922 are, in essence, the centre of the allegation that such a system of artificial restraint existed during 1922 as to prevent the operation of competitive conditions.

In Exhibit 332 filed by the Canada Steamship Lines, monthly comparisons of the rates received by that company for the period 1914-1921 are set out. Taking the case of wheat rates, the details for 1914 and 1915, in the case of the movement from Fort William to Georgian Bay ports, are summarized. On account of the condition existing during the war, it would seem that it would be more characteristic for present purposes to take the years 1919-1921. The following detail is available:

TABLE 7.

Month	1919	1920	1921
	cts.	cts. cts.	cts. cts.
September	3	4 — 4½	2½ — 3½
October	3	5 — 5½	3 — 3½
November	3	5 — 6	3½
December	6	5½ — 6	4½ — 5½

From Fort William to Colborne, the following detail is available.

Month	1919	1920	1921
	cts. cts.	cts. cts.	cts. cts.
September	$3\frac{1}{2}$	$4\frac{1}{2}$ — $5\frac{1}{2}$	3 — 4
October	3 — $3\frac{1}{2}$	$5\frac{3}{4}$	3 — $3\frac{1}{2}$
November	3 — 4	6	3 — $3\frac{1}{2}$

In the Exhibit 6c. is shown for December, 1919, to Port Colborne, no detail being shown for the same month in 1920 and 1921.

During the season of navigation of 1922, the average rate on grain from Fort William and Port Arthur to Port Colborne was 4·05c. per bushel (Exhibit 82, Standard Shipping Company). The computations following are based on this Exhibit. The only local demand for grain at Port Colborne is that of the Maple Leaf Milling Company. On the evidence, it is shown that as a result of the elevator facilities possessed by that company at that point, the shipments to it obtained expedited loading. This is to be given some weight in connection with the disparity between the Port Colborne rate and the rate to Bay ports. In addition, it is to be noted that the balance of shipments through Port Colborne is made up of grain on the way to Montreal; and it appears that the division of rates at Port Colborne is on an arbitrary basis not proportioned to mileage. During the same year and for the same period, the average rate to Bay ports and Goderich was 4·14c. per bushel. For the second half of the season, viz., from September 1 to the close of navigation in December, when the heavy movement of Canadian grain was taking place, the average rate was 4·95c. per bushel to Bay ports and Goderich.

From Fort William to Buffalo is a distance of 863 miles. From Fort William to Midland, taking this as typical of the Bay ports, the distance is 540 miles. Goderich is 510 miles. Port Colborne is 847 miles from the head of the lakes as compared with the Buffalo distance of 863.

It is estimated that a boat journeying from the head of the lakes to bay ports can make three round trips in the time necessary to make two round trips from the head of the lakes to Buffalo or Colborne.

In the season of navigation of 1922, the Standard Shipping Company's charterings to Buffalo and United States Lake Erie ports amounted to 41·9 millions of bushels. Of this, 31·2 millions were moved in American bottoms. In the case of the latter, the average rate for the period ending August 31 was 2·24c. per bushel; for the whole season of navigation it was 4·65c. On the Canadian boats alone, for the same period, the average was 2·19c. The difference in average is no doubt due to the Canadian vessels taking part in the movement in the earlier part of the season when the rates were low.

In 1921, the average rate by United States vessels to Buffalo and Lake Erie ports was 2·81c.; by Canadian vessels to Buffalo, 2·14c. The computations for 1921 are based on Exhibit 81, filed by the Standard Shipping Company.

The rates to Bay ports and Goderich from the head of the lakes for the whole season of 1922 have been referred to. In 1921, the rate for the whole season was 2·3c. on the average as compared with 4·14c. in 1922. For the first half of 1921 and 1922, the respective rates were 2c. and 2·45c., while for the second half the rates were 3·15c. and 4·95c.

To Port Colborne from the head of the lakes, during the season of navigation of 1922, the average rate was 4·05c. as compared with 2·85c. in 1921. From Port Colborne to Montreal, the average rate during the season of navigation of 1922 was 9·67c. as compared with 9·748c. in 1921.

XXIV

As set out in Exhibit 82, which deals with Standard Shipping Company's business to Bay ports and Goderich, the rates varied from $1\frac{3}{4}$ cents to 3 cents in the period April to August 31, 1922, and from 3 cents to 11 cents in the period from September 1 to December 16. The following tabulation analyzes the detail:

TABLE 8

(*a*) April 19th to August 31st, 1922—

Rate	Bushels	Percentage of total Bushels
cts.		
$1\frac{3}{4}$	896,000	
2	3,020,000	26·0
$2\frac{1}{4}$	846,000	
$2\frac{1}{2}$	2,797,000	23·8
$2\frac{3}{4}$	649,000	
3	3,365,000	28·6
Total	11,573,000	

That is to say, 9·1 millions of bushels, or 78 per cent, are covered by the rates whose bushel percentages have been extended.

TABLE 9

(*b*) September 1st until close of navigation, 1922—

Rate	Bushels	Percentage of total Bushels
cts.		
3	5,282,000	22·1
$3\frac{1}{4}$	488,000	2·0
$3\frac{1}{2}$	799,000	3·3
$3\frac{3}{4}$	217,000	
4	6,546,000	27·4
$4\frac{1}{2}$	641,000	2·7
$4\frac{3}{4}$	505,000	2·1
5	1,443,000	6·0
$5\frac{1}{2}$	1,460,000	6·1
6	1,074,000	4·0
$6\frac{1}{4}$	74,000	
$6\frac{3}{4}$	131,000	
7	442,000	1·7
$7\frac{1}{2}$	272,000	
8	3,305,000	13·8
9	500,000	2·1
$9\frac{1}{2}$	111,000	
10	380,000	1·4
11	151,000	
Total	23,821,000	

That is to say, 22·8 millions of bushels, or 85 per cent of the total, are covered by the rates whose bushel percentages have been extended.

The following table, based on Exhibit 82, analyzes the movements and rates to Port Colborne for the season of navigation of 1922:—

TABLE 10

Rate	Bushels	Percentage of total Bushels
cts.		
1⅝	80,000	
2¼	483,000	
2½	150,000	
2⅞	90,000	
3	1,273,000	11·5
3⅛	166,000	
3¼	150,000	
3¾	2,098,000	19·0
4	4,451,000	40·0
4⅜	65,000	
4½	117,000	
5½	1,765,000	16·0
Total	10,998,000	

That is to say, 9·5 millions of bushels, or 87 per cent, are covered by the rates whose bushel percentages are extended.

The following table, based on Exhibit 82, analyzes the movements and rates from Port Colborne to *Montreal* for the season of navigation of 1922:—

TABLE 11

Rate	Bushels	Percentage of total Bushels
cts.		
6½	46,000	
6¾	1,711,000	8·9
7	320,000	
7⅛	1,000,000	5·2
7¾	93,000	
8	105,000	
8¼	51,000	
8½	947,000	4·9
9	832,000	4·3
9¼	1,291,000	6·7
9½	232,000	
9¾	4,711,000	24·6
10	892,000	4·6
10¼	409,000	
10½	3,890,000	20·3
11	200,000	
11½	1,390,000	7·2
12	170,000	
12½	445,000	
13	40,000	
14	108,000	
15	199,000	
16	27,000	
18	19,000	
22	49,000	
Total	19,177,000	

That is to say, 16·6 millions of bushels, or 87 per cent, are covered by the rates whose bushel percentages are extended.

XXV

During 1922, rates from Duluth to Buffalo varied from the opening rate of 2¼c. to the closing rate of 8c. and 8½c. Until the end of August, the maximum rate was 3c. By the end of September, the rate rose to 5c. In October, it was from 4½c. to 6c., while in November it varied from 2½c. to 5c.

From Chicago to Bay ports, wheat moved in 1922 between June and the end of September, with a rate varying from 2c. to 3¼c.; to Montreal, in the same period, with a rate varying from 9c. on June 3 to a maximum of 11c. on September 23.

The corn movement to Bay ports extended from April to December, with a range from 1⅜c. to 3½c. The latter rate on a wheat basis would give an equivalent of 3·4c. To Montreal, the corn rate varied from 7c. 6c. to a maximum of 15c. To Buffalo, the wheat rate varied from 1·75c., in April, to 4·75c. in December. The corn rate in the same period varied from 1·75c. to 4c. The latter rate on a wheat basis would be equal to 4¼c.

Aside from one shipment on December 6, there were no shipments in Canadian bottoms out of Chicago after September 13.

The details of shipments and rates involved in the business of one large shipper in Milwaukee have been supplied. To Buffalo, rates on corn varied from 1⅜c. to 2½c.; to Bay ports, the rates varied from 1¾c. to 3½c. On September 22, there was a rate of 2c. on wheat to Bay ports. The corn rate to Goderich opened at 3c.; there are, thereafter, rates varying from 1½c. up to 3c. There is also a rate of 2¼c. on wheat on August 18.

The grain involved in the return referred to was almost exclusively corn. No shipments to Canadian ports were shown after the first week in October. The latest rate thus shown is a 3½c. rate on corn to Bay ports, on which demurrage was attached.

XXVI

In justification not only of the higher level of Canadian rates in themselves, but also in justification of the relation to American rates, it was contended that conditions of congestion and costs in regard to coal should be given weight. It was contended that the rates available to Buffalo in the earlier part of the season were so low as not to be profitable, and that, therefore, they should not be taken as a measure of a reasonable rate. In connection with shipments from Milwaukee to Canadian ports, a very considerable portion of the shipment was concerned with movements of corn, at a rate of 1¾c., to Buffalo and to Bay ports,—890 and 553 miles respectively. It is represented by a large dealer who was concerned in the movement that nearly all of the grain moving at 1¾c. represented tonnage which was booked prior to the opening of navigation, and which it is stated might in some cases have been a little less than the prevailing market rate on the date of actual forwarding.

An analysis of the rates and movements by Colborne has a bearing upon the question of congestion at that point. In 1922, the rate of 9¾c. to Montreal by way of Colborne was established as a result of the May meeting which is later referred to.

The computations following are based on Exhibits 82 and 81, which deal with the business of the Standard Shipping Company for 1922 and 1921 respectively. These figures are taken as illustrative.

In 1922, the opening rate from Colborne to Montreal was 6½c. and the amount of grain moved on rates from 6½c. to 9¾c. was 11.2 millions of bushels. In 1921, the opening rate was 7c, and the amount of grain moved on rates between 7c. and 9¾c. was 5,000,000 bushels.

In 1922, out of a total of 19·1 millions of bushels of grain carried to Montreal, the portion carried at rates of 10 cents and higher amounted to 7-8 millions of bushels, or 40 per cent of the total. The rate went as high as 22 cents. In 1921, the rates went as high as 15½ cents, and the portion of the 13.3 millions of bushels involved carried at rates of 10 cents and higher amounted to 8.3 millions of bushels, or 62 per cent.

While the rates in 1922 went as high as 22 cents, the amount carried on rates in excess of 15 cents and up to 22 cents, inclusive, amounted only to 86,000 bushels—i.e., the approximate equivalent of one canal cargo.

There was an admitted congestion at Buffalo, this resulting mainly from the outcome of the coal troubles and of the shopmen's strike; and, as a result of this, demurrage clauses were placed in various contracts. It has been suggested that comparison might be made between the Canadian rates and the American rates, plus the demurrage; that is to say, that the demurrage charge might be averaged over the number of bushels involved. However, it has been found impossible to arrive at these figures. It is further represented by various people concerned in the American grain trade that it would not be a fair average, because, in various instances, individuals were able to obtain ready despatch and, consequently, were not subject to demurrage. The demurrage was operative at Buffalo, and provision was also made for demurrage in various contracts involving shipments from Lake Michigan to Bay ports.

As a result of the difficulties at Buffalo, a considerable amount of grain was moved from Buffalo by way of the St. Lawrence to Montreal, amounting, in round numbers, to some 19,000,000 bushels; and this probably had a bearing upon the vessel accommodation available from Port Colborne.

XXVII

It has to be recognized that where congestion exists that while the vessels are waiting their overhead costs are going on at the same rate as though they were employed in carrying grain; and even operating costs are only slightly lowered while the vessels are earning nothing. The prospect of congestion is advanced by the vessel owner as a justification for an increase in his rates; and in such a situation of uncertainty should he make an error in estimating the increase in rates, deemed necessary by him to recoup his possible loss, he is liable to err on the safe side. He will probably pass on to the producer or consumer, as the case may be, not only the full amount of his loss, but something more to repay him for his risk and anxiety.

Congestion has been adduced as a reason for difference in treatment of Canadian ports as compared with Buffalo. Satisfactory evidence as to the actual congestion at Buffalo has not been obtained. Such evidence as the Commission has obtained establishes that at Buffalo the congestion was as bad as at Port Colborne, and considerably worse than at Bay ports.

XXVIII

Congestion having been referred to, one measure of the existing conditions is to be found in the return of the Dominion Bureau of Statistics, as set out in Exhibit 146. This deals with the shipments of wheat, oats, barley, flaxseed and rye in bushels.

The Report of 1921 states that the detail is according to the ports at which the cargoes were unloaded. In 1922, the report simply says that it is according to the ports to which cargoes were destined at time of departure. The statistical

reports at present published by the Dominion Bureau of Statistics do not show figures based on returns by the vessels and covering port to port figures of cargoes moving in coastwise trade The following detail in millions of bushels of Canadian grain is available: the Exhibit in question is prepared from the statistics of the Board of Grain Commissioners:

TABLE 12

	1921	1922
To Goderich	15·7 millions	18·9 millions
" Bay ports	70·5 "	51·4 "
" Colborne	29·2 "	47·5 "

SECOND HALF

To Goderich	8·3 millions	12·1 millions
" Bay ports	36·3 "	36·4 "
" Colborne	13·1 "	22·0 "

From this it would apear that there were substantially the same movements to Bay ports in the second half of 1922 as in the second half of 1921. The second half of the year is important in connection with the movement of the Canadian grain crop.

Analysis of the grain movement from Duluth, Superior, Milwaukee and Chicago to the points involved is pertinent. Expressed in millions of bushels, the following comparative detail for 1921 and 1922 is available:

TABLE 13

	1921 Bush.	1922 Bush.
Duluth-Superior to—		
Bay ports	7·9 millions	19·4 millions
Goderich	0·1 "	0·2 "
Port Colborne	0·6 "	5·5 "
Chicago to—		
Bay ports	36·0 "	28·4 "
Goderich	0·8 "	0·3 "
Port Colborne	25·2 "	15·2 "
Milwaukee to—		
Bay ports	5·8 "	2·1 "
Goderich	4·2 "	2·8 "
Port Colborne	6·0 "	3·6 "

Summarizing these figures the results are:

	1921	1922
To Bay ports	49·80 millions	50·04 millions
" Goderich	5·22 "	3·48 "
" Port Colborne	26·92 "	24·38 "

Analyzing the figures concerned, both Canadian and American, (1) the shipments to Bay ports in the second half of 1921 and 1922 were practically the same; (2) in the same period, the shipments of Canadian grain to Goderich increased by one-half; (3), in the same period, the shipments of Canadian grain to Port Colborne increased by 70 per cent; (4), in the season of navigation for 1922, American grain to Bay ports was practically unchanged; (5), to Goderich, it decreased 34 per cent; (6), to Port Colborne, it decreased 10 per cent.

The movement of American grain to these ports for the whole season of navigation in 1922 was 4 millions less than in 1921.

For the whole season of navigation of 1921 and 1922, the movement of Canadian and American grain to those ports was as follows:—

TABLE 14

	1921	1922
To Bay ports	120·3	101·4
" Goderich	20·9	22·3
" Port Colborne	56·1	71·8

It is apparent that the increase in 1922 over 1921 to the various ports is practically all shown in the Port Colborne figures. This has a material bearing on the question of congestion.

A special report has been obtained regarding the car movement of grain out of Bay ports, not including Goderich, by the Grand Trunk and Canadian Pacific, in the months of September to December, 1922. The export grain shipped out preponderated. Bulking together the export and domestic grain movement by those two railway companies from the ports in question, during the period in question, 33,644 cars moved carrying 53·1 millions of bushels.

XXIX

While congestion is relied upon as the main justification for the difference in rates involved, there is no unanimity of opinion as to what the real measure of congestion is. Mr. Enderby, of the Canada Steamship Lines, was of opinion that any delay in excess of 24 hours in unloading was undue and was a factor in congestion. Mr. Sullivan, who gave evidence at Winnipeg in regard to Chicago conditions, stated that four days' free time was allowed for loading at Chicago and unloading at Bay ports. Mr. McGean expressed the opinion that 48 hours was a reasonable free time for unloading.

It was brought to the attention of the Commission that discussion had taken place in regard to a new lake bill of lading. This matter was referred to incidentally and it is understood that the question has not got beyond the discussion stage. One clause of this draft, however, may be referred to. Provision is made therein for 72 hours free time and for demurrage on a reciprocal basis.

In the demurrage clauses which were imposed during the congestion period at Buffalo, provision was made for demurrage being imposed at the end of the 72-hour period. From the evidence adduced, the demurrage provisions were not worked out on any scientific basis. Bulk sums per day, regardless of whether the vessel involved was a large cargo carrier or a small cargo carrier, were provided for. The demurrage had no relation to the rate. Nor in providing for demurrage after the 72-hour period was there any provision for an increase of the rate short of the 72-hour period; in other words, the average level of rates independent of the demurrage clause was taken as reasonable for the 72-hour period.

In connection with marine insurance on grain going forward for winter storage, Mr. Wolvin was asked by the Chairman of the Commission, at Winnipeg, how long the high rate of insurance ran. The answer was until 72 hours after arrival at destination; after the expiration of 72 hours after the arrival of the boat for winter storage, there is a rate of $\frac{2}{3}$ of a cent per day, $100 valuation, until the grain is unloaded. This was stated to mean 20 cents per 30 days for $100 valuation, and he further stated that this lasted " During all " the time it is in the boat after 72 hours from arrival."

An unloading period of 24 hours is, in various cases, feasible, but it would appear to be based on counsels of perfection rather than on average conditions. Undoubtedly if everything is lined up at the elevator and no other boats desire to make use of it very expeditious handling can be made.

In connection with the shipments of Mr. Bawlf to the Washburn-Crosby Company, at Buffalo, no demurrage was imposed, one reason for this being that the consignee was able to line up the elevator facilities for the cargo so as to give very expeditious unloading.

It would seem, taking into consideration the various conditions above referred to, that a 72-hour unloading period is not unreasonable.

Exhibit 207 gives a statement of the average unloading of steamers of the Canada Steamship Lines for all the season, and also for the period September 1st to the close of navigation 1922. The average period for unloading for the whole of the season was 3 days and 9 hours, which would mean a delay of 12.5 per cent over the 3-day period. From September 1st to the close of navigation, 1922, the average time for unloading is 3 days, 22 hours, and 28 minutes, which would mean 31 per cent over the 3-day period.

A summary of 113 steamers unloaded at Tiffin, Midland and Port McNicoll from September 1st to November 30th, 1922, showed an average unloading time of 3 days and 3½ hours, which would mean 5 per cent in excess of the 3-day period.

XXX

The coal conditions were also referred to. Exhibit 309 gives the details of cost of bunker coal of various United States shipping companies, e.g., the Pickands-Mather Company and the Pittsburg Steamship Company, and shows that the general average for 1922 was 12 per cent in excess of that for 1921.

Coal is emphasized by the Canada Steamship Lines as an important factor because in its returns it amounts to 40 per cent of the operating expenses. Exhibit 310 sets out the price of coal charged by the Century Coal Company to the Canada Steamship Lines. Taking the prices from the Toronto branch and averaging them, the following results are available. The price for the whole season of navigation in 1922 averaged, per ton, 9 per cent higher than in 1921. For the portion of the season from September 1st, the price per ton for 1922 averaged 13 per cent in excess of that for the same period in 1921.

It was also urged that on account of the poorer quality of coal obtained in 1922 coal consumption was greater and, consequently, this was a factor of increased cost. When analysis is made of the returns of the performance of the Upper Lake Fleet of the Canada Steamship Lines, as set out in Exhibit 231, this factor of difference as between 1921 and 1922 appears to be practically negligible. Making allowance for the daily consumption of coal on lay days, the consumption of coal in tons per one hundred miles for 1920, 1921 and 1922 is as follows:

TABLE 15

Year	Tons per 100 miles
1920	13·88
1921	14·17
1922	14·18

XXXI

It is proper that weight should be given to delay in unloading; but it would seem that this is a matter to be compensated for in the charge for a trip, and that if there is a given percentage of delay a similar additional percentage of earnings might be expected to attach to the trip. Further, in so far as there are increases in cost of fuel, this is, again, a factor to be given weight.

Giving weight to both of these, however, it does not appear that they justify in their entirety the spread existing between 1922 rates and the 1921 rates, and to the extent the rates are high and unjustifiable.

XXXII

The main delay, so far as Upper Lake boats are concerned, has been at Port Colborne where grain is transferred from the larger Upper Lake boats to

the smaller vessels, which traverse the canals between that point and the ocean ports on the St. Lawrence. Although some of the Lower Lake vessels go for cargoes to the head of the Upper Lakes, they are so few and so small and their trips are so infrequent that they constitute no material factor.

Then the grain must at the ocean ports be transferred from the Lower Lake or canal boats to ocean-going vessels. The evidence shows that at certain seasons of the year Fort William and Port Arthur have received 3,000,000 bushels per day or more, while at these points there is a capacity for loading out into the Upper Lake vessels variously estimated at from 5,000,000 to 8,000,000 bushels per day.

But Montreal and Quebec cannot be depended on to transfer to ocean-going vessels more than about 1,500,000 per day, or about one-half of the amount that has actually been received at Fort William and Port Arthur, and about 25 per cent of the vessel loading capacity at those points.

In the evidence submitted before the Commission, emphasis has been laid upon the transportation advantages attaching to the St. Lawrence route, and its increasing importance as a factor in the grain movement both of Canada and the United States to the seaboard.

As a practical evidence of this, reference may be made to the fact that the American grain movement from Buffalo by this route, which was practically negligible in 1920, viz., 500,000 bushels, increased to 9,000,000 bushels in 1921 and to 19,500,000 bushel in 1922.

The attention of the Commission was also directed to the plans now well under way whereby Buffalo interests and others are placing new boats on the St. Lawrence route for the year 1923.

As typical of the opinion expressed in evidence may be taken that of Mr. Stocking, of Duluth. This witness is associated with the Tomlinson Company. In evidence, at the Winnipeg sittings, in referring to the St. Lawrence route, he said, "It is the natural attractive route."

With the completion of the Welland Canal and the addition of such facilities as may be found necessary in order to take advantage of the more economical operation afforded thereby, it may be anticipated that there will be an increase in the grain traffic moving by the St. Lawrence, and that this increased traffic will be able to obtain lower rates resulting from the advantages of lower costs of transportation.

XXXIII

The Canada Steamship Lines have filed as Exhibit No. 207 a very comprehensive and illuminating statement showing the earnings of their Upper Lake vessels for the 1922 season.

Among other things, it shows the ports of loading and unloading; the exact duration of the trip in days, hours, and the fraction thereof; the commodities carried in each case; and the rates in dollars and cents for each trip. A separate account is given for each vessel. There are thirteen vessels in all; and a careful perusal of this exhibit gives the clearest indication of the differences in earnings from each branch of the business that can be obtained from any material supplied; and a study of this exhibit shows clearly that the earnings from the all-Canadian grain traffic greatly exceeds those on grain carried from Canadian to United States ports and from United States to Canadian ports; and the same is true in a comparison of the all-Canadian grain traffic with the ore traffic. These vessels have conducted a business in all-Canadian grain carriage, and all these, but the Glenmount (which made only three trips), have conducted what we might call international grain carriage; six of them have also carried ore, and ten carried coal.

In referring to transportation of grain between Canadian ports, the term "all-Canadian grain" is used. In referring to grain from Canadian to American ports and from American ports to Canadian ports, the term "international" is used.

Coal is generally moved on a fixed rate; but on cargoes moving during the last few days of the navigation period, what is called "wild" rate is used.

In view of the fact that the testimony of carriers giving evidence with regard to the ore traffic was that the rates on ore traffic are fixed between the iron interests and carriers and are perfectly satisfactory to the latter, a comparison of the hourly earnings of vessels carrying ore with those carrying grain between Canadian ports becomes very important. Table No. 16 shows the average earnings per hour of all those vessels in the carriage of grain between Canadian ports, the carriage of grain internationally, and the carriage of ore and coal.

In the table, the coal moving at ordinary rates and that moving at "wild" rates is first separated, and then the time that is taken by both is added together as is also the earnings of both, and the average hourly earnings are obtained and set out in the table. The table also shows the excess of earnings of the all-Canadian trade over each of the others.

Grain was left in store on a number of vessels in the all-Canadian grain trade, and in the exhibit filed by the company those vessels are each charged with an additional seven days to unload, while no time is allowed by the exhibit for unloading the vessels carrying coal at wild rates, though one of them is marked "to unload."

In the table 16 the seven days charged against the unloaded grain vessels is in each case charged against them, and no charge for unloading is charged against any coal vessel. The exhibit shows the time during which vessels were laid up in dry dock or otherwise, and a corresponding deduction is in each case allowed.

The time charged to each vessel and her earnings are supplied by the company in its exhibit.

TABLE 16

	Hourly earnings
All-Canadian grain	$ 42 62
International grain	24 27
Ore	29 06
Coal at ordinary rate	23 50
" wild "	45 25
" average "	30·31

Percentage of excess of all-Canadian grain earnings:—

Over International	67%
" Ore	42%
" Coal at ordinary rate	81%
" " average "	41%

It is impossible to adopt any plan for comparison of earnings from different branches of business carried on by the Canadian vessel operators that is not open to some objection.

The above table while regarded as being as fair a comparison of average earnings as is available is, at the same time, subject to the caution that it is irrespective of increase in cost in some portions of the year caused by increased hull insurance and possible losses from damage by ice against which vessels are not insured. It is subject to the further caution that there are also some unloading charges on grain that are not made in the case of ore. The latter situation would reduce the spread between the all-Canadian grain traffic and the ore traffic, but would still leave a very material excess.

Included in the vessels covered by the above computations are the ss. *Morden, Emperor*, and *Collingwood*. A particular analysis of their operations in grain, ore and coal is pertinent. The detail is set out in Table 17. Special notice is directed to the third column showing the revenue per day, after deducting the handling charges on grain borne by the vessel owner.

TABLE 17

SS. MORDEN

	Gross Revenue		No. of trips	Average No. of hrs. per trip
	Per hour	Per day		
	$ cts.	$ cts.		
Grain	53 50	1,284 00	12	300
Ore	38 00	912 00	10	131
Coal	70 00	1,680 00	1	187

*The load of coal carried by the "MORDEN" was carried at the very abnormal rate of $1.00 per ton.

SS. EMPEROR

Grain	52 00	1,248 00	10	241
Ore	35 00	840 00	18	168
Coal	30 00	720 00	3	180

SS. COLLINGWOOD

Grain	27 50	660 00	10	238
Ore	25 00	600 00	9	153

Assuming that a return trip from Fort William to the Bay ports takes seven days, and to Port Colborne 11 days, a further comparison in earnings between iron ore and grain as carried by the above vessels is interesting.

The gross revenue of the ss. *Morden* in the ore trade was at the rate of $912 per day, or $6,384 for seven days, and $10,032 for 11 days. To these sums must be added the fixed charges of the unloading elevators and the vessel contribution against shortages of $\frac{1}{4}$ a bushel for 1,000 bushels, representing a total of $2,650.

Had the ss. *Morden* carried grain to the Bay, instead of carrying ore, in order to obtain an equivalent gross revenue her total revenue as against a wheat cargo would have amounted to $9,034 to the Bay, and $12,682 to Port Colborne.

The *Morden's* carrying capacity is 500,000 bushels of wheat; so the equivalent rate per bushel of wheat as compared to the ore rate would have been $1\frac{3}{4}$ cents per bushel to the Bay, or $2\frac{1}{2}$ cents per bushel to Port Colborne. In other words, the *Morden* could have carried wheat at $1\frac{3}{4}$ cents to the Bay and $2\frac{1}{2}$ cents to Port Colborne instead of carrying iron ore, and obtain the same revenue.

A similar comparison on the ore and grain carried by the ss. *Emperor* in 1922 establishes that this vessel instead of carrying ore with a gross revenue of $840 per day could have carried wheat to the Bay at $2\frac{1}{4}$ cents per bushel and to Port Colborne at $3\frac{1}{6}$ cents per bushel, and obtain the same result.

From the season's operation of ss. *Morden*, another comparison may be drawn as to gross earnings in iron ore and grain in terms of tons per day.

The vessel carried ore on 10 trips, at an average rate of 1.38¼ cents per ton, the average time per trip being 131 hours, representing a rate of 7 cents per ton per day.

On 12 trips, the same vessel carried an average of 13,700 tons of grain, with an average gross revenue of $1,284 per day; equivalent to a rate of 9⅓ cents per ton per day.

It has been advanced that the ore rate is a controlling factor as to grain rates in the United States; that is to say, grain is not attractive if it falls below the earning level of the ore rate.

In 1921, the Canadian vessels carrying grain to Buffalo had an average rate of 2.14 cents. In 1922, it was said there was considerable "distress" tonnage, which resulted in a low level of rates; but the average for the Canadian vessels to Buffalo and Lake Erie ports in 1922 was 2.19 cents.

As already pointed out, the average of rates on Canadian vessels to Buffalo and Lake Erie ports was held down by the fact that their participation in that traffic was almost exclusively in the earlier part of the season when rates were lower.

Discussion took place with reference to the differentials which should properly exist as between rates from the head of the Lakes, on the one hand, to Buffalo and Bay ports on the other. The question of the differential between Lake Michigan ports and Bay ports, on the one hand, and Buffalo, on the other, was also raised. It was suggested that differentials of from ¼ cent to ½ cent might exist, according to the rate levels existing. It was further suggested that when the rates were low there should be no differential that as the sales increased there should be a differential of ¼ cent; that with higher rates there should be a differential amounting to ½ cent. No opinion was expressed as to the proper spread in the event of rates going still higher. In general, while opinions were advanced, it cannot be said that anything definite was put forward which it was contended exactly measured the proper difference in rates.

Taking into consideration the different factors involved, rates between Canadian ports in 1922 were discriminatory as compared with the rates charged by Canadian vessels to American ports.

XXXIV

It is admitted that a meeting was held in Toronto on May 4, 1922, at which four of the largest Canadian vessel companies operating on the Upper Lakes were represented. These companies were the Canada Steamship Lines, Limited, the Great Lakes Transportation Company, the Mathews Steamship Company and the Algoma Central. These companies appear to operate about 90 per cent to 95 per cent of the tonnage on the Upper Lakes and may reasonably be said to constitute a virtual monopoly.

It is admitted that at this meeting rates were fixed which were to remain the going rates until conditions were such as would call for a change. The rates agreed on are as follows:—

TABLE 18

May 4, 1922

CHICAGO TO MONTREAL

CORN

Chicago to Colborne	$ 2 25	Chicago to Bay	$ 2 00
Colborne to Montreal	6 75	Insurance	0 21
	9 00	At and East	8 05
			10 26
		Chicago to Colborne	2 25
		Insurance	0 42
		Colborne to Montreal	6 75
			9 42

FORT WILLIAM TO MONTREAL

WHEAT

All water—		*Lake and Rail—*	
Fort William to Colborne	$ 3 00	Fort William to Bay	2 50
Colborne to Montreal	6 75	At and East	8 60
	9 75	Insurance	0 42
			11 52
		Fort William to Montreal	9 75
		Insurance	0 84
			10 59

FORT WILLIAM TO MONTREAL

OATS

Fort William to Colborne	2 50	Fort William to Bay	2 00
Colborne to Montreal	4 25	At and East	5 12
	6 75	Insurance	0 15
			7 27
		Fort William to Montreal	6 75
		Insurance	0 30
			7 05

BARLEY

Fort William to Colborne	3 00	Fort William to Bay	2 50
Colborne to Montreal	6 25	At and East	7 69
	9 25	Insurance	0 27
		Fort William to Montreal	9 25
		Insurance	0 54
			9 79

Another meeting was held in New York a few days later when these companies were represented by delegates chosen at the Toronto meeting. At the New York meeting, there were also representatives of American railroad companies operating from Buffalo to the Atlantic coast. The American railroads had threatened a cut in rates; but after this meeting the threatened American rate cut was abandoned.

The pertinent portion of the discussion is summarized in the following extract from Minutes of New York meeting, May 8, 1922:—

> During an extended discussion of conditions, it developed that the current all-water rates of Canadian steamship lines on export wheat to Montreal are:—
>
> From Fort William.. .. ..9¾c. per bushel
> From Chicago.. .. ..9½c. per bushel

with corresponding rates on other grains; also that the rail rates from Georgian Bay ports to Montreal are now lower than ½ per cent per bushel less than the net at-and-east rates from Buffalo to New York; and further, that in the all-water movement from Chicago or Fort William, either direct or out of Buffalo elevators, the Canadian steamship lines for the haul east of Port Colborne through the Welland canal will apply as their proportion, the differences between the going rate to Port Colborne and the through rates above named from Chicago or Fort William as the case may be.

It was understood:

"1. That no change would be made in those rates from Georgian Bay ports, or the proportion from Port Colborne or Buffalo, or in the current export at—and—east rates from Buffalo to North Atlantic ports, without further conference of all interests which were represented at this meeting.

"2. That a meeting for the consideration of matters affecting the handling of export grain via Montreal and North Atlantic ports would be promptly called by the Chairman of this conference upon the request of any of the interests here represented.

"3. That any reports of alleged departures from the foregoing would be brought to the attention of the Chairman before action is taken thereon by any of the interests.

"Adjourned.

"ROBERT N. COLLYER,
"*Chairman of Conference.*

"J. GOTTSCHALK,
"*Secretary.*"

On July 28, another meeting was held in Toronto and an increase in rates to Port Colborne was arranged from 3 cents to 3¾ cents, and to Bay ports from 2½ to 3 cents; but no increase from Port Colborne to Montreal. The advance in the price of coal was given as the reason for this increase.

Counsel for the Great Lakes Transportation Co. denied that his Company was represented at the last-named meeting; but his Company appears to have acted on the decision arrived at there.

XXXV

It has been argued that while the existence of a combine at one time is admitted, that combine was ended when, later on, the law of "supply and demand" was allowed to operate. There seems, however, some ground for holding that the fixing of rates on May 4 and July 28 was evidence of a combine and a general understanding between the Companies concerned rather than that it constitutes a combine in itself. This is corroborated, to some extent, by the fact that later on in the season when some milling companies having contracts for the transportation of grain at rates which were to be based on the going rates wished to procure grain on those contracts, the practice was for the carriers and the millers to wire to their agents at Winnipeg for the going rates, and the answers were accepted as to the going rates; and the evidence submitted by the Manager of the carrier showed that the answers were almost always the same.

The fact seems to be that so far at least as the 1922 season was concerned when the fixing of rates suited the carriers, they fixed the rates without con-

sulting the producer, whose grain they were carrying, or the shipper from whom they were to receive the grain; but when the demand for space by shippers became so great that they could scarcely meet it, they allowed the law of "supply and demand" to operate to a great extent, but still acted so well in concert that the going rate from day to day was easily ascertainable.

XXXVI

In answer to the charge of high and unreasonable rates, the three largest companies have filed with the Commission statements which they claim show their profits from their grain trade during the year 1922. Those statements show that they claim to be the amount of net earnings over and above their operating and overhead expenses, and the value of the vessels employed. The smaller companies did not appear before the Commission.

In the valuation of the ships of the Matthews Steamship Company, the expert, Captain Foote, who prepared the valuation, set out three items, viz., replacement value, depreciated value and fair market value. The depreciated value is arrived at by applying to the replacement value, an annual depreciation ratio of 4 per cent. The fair market value as set out is somewhat in excess of the depreciated value. On the figures as submitted, the approximate excess is 5 per cent. The fair market value is frankly an opinion. It is not based on current sales, if any, of tonnage. As summarized by the witness, he takes into consideration what price he, as a purchaser, would be willing to invest in the ships. His opinion is not based on the current price per ton. The values as presented were not based on a cost analysis. It is an expert opinion based on the experience of the witness.

Mr. Calderwood, another expert of varied experience and prominence in his professional work, made valuations both for the Great Lakes Transportation Company and the Canada Steamship Lines. The latter valuation is not a detailed valuation for each ship. In the case of the Great Lakes Transportation Company, he includes an allowance for operating value of the fleet as a successful shipping organization. This is open to the criticism that while it may be a factor as affecting sale price it cannot well be taken as a factor for rate purposes, because the rate-earning power is the measure of the worth of the company as a going concern. And to take this as measuring the rate earnings of the Company is to travel in a circle.

While allowance was made for the operating value of the Company as a going concern, there was no evidence of what this amounted to either in gross sum or in percentage. Further, it does not appear, whether any such factor was made use of in the valuation of the Canada Steamship Lines, which works out on a per-ton basis at a lower figure than in the case of the Great Lakes Transportation Company.

In dealing with replacement value, the witness did not consider what tonnage could be bought for. He stated that experience tables of depreciation had not been worked out on lake tonnage, and that he simply used his best judgment. In computing depreciation, he made no allowance for salvage, although this is a factor to be given weight.

XXXVII

The Canada Steamship Lines showed their profits to be only 9·367 per cent on the appraised value of their boats. The Great Lakes Tranportation Company claim their profits for the same year to be only 11 per cent on the appraised value; and the Mathews Steamship Company claimed theirs to be 10·24 per cent on fair market value.

It is very difficult to test the accuracy of these statements, and without saying that they are in a general way unfair, it may be said that some evidence has been submitted which shows ground for questioning the accuracy of the material filed by those Companies.

The Great Lakes Transportation Company gives in Exhibit 266 appraised value of all their vessels at $3,251,528. Exhibit 290 gives valuation of ten vessels *(Glenclova* not included), $2,726,528. The Commission is not advised as to the price paid for this vessel.

At page 2359, in answer to a question, Mr. Calderwood, the Company's valuator, values the *Glenclova* at "about" $525,000. This added to his valuation of other boats would bring the amount up to the valuation in Exhibit 266. He gives details of the condition, size and capacity of all the other boats, but none whatever regarding the Glenclova. The Lake Carriers' Association Report, 1922, gives the gross tonnage of the Glenclova at 1,923 tons, but does not give the dead weight tonnage. If allowed a dead weight of 2,900, she will be worth, according to the highest valuation per dead weight given by Mr. Calderwood, which is $101 (on the S.S. *Glenmavis)*, $292,000. The average valuation placed by him on the Great Lakes Transportation Company's boats is $55·70 per dead weight ton. At this valuation, the *Glenclova* would be worth $161,530; and according to the average dead weight tonnage values, placed by him on the Canada Steamship boats of $43·40, she would be worth $125,860.

Everything would appear to indicate that the valuation placed on the *Glenclova* is a mere guess and that it is a very considerable over-valuation. That valuation is included in the gross sum on which the Company estimates that it only received a return equal to 11 per cent interest on the value of the property, and if that gross valuation should be reduced then the rate of interest would be increased.

Mr. Playfair, President of this Company, in his letter in support of an issue of bonds, dated July 5th, 1922, says:—

> "The net earnings after deducting depreciation for the year ending December 31st, 1921, exceeded five times the amount required for interest on this issue."

Five times the amount required for interest on the issue would be $350,000; but in Exhibit 329, which was put in as part of the evidence of the Company, it is stated that the net earnings of 1921 were only $133,794.39. No satisfactory explanation of this astonishing difference is tendered.

Some of the evidence submitted in connection with the business of the Mathews Steamship Company requires further and more satisfactory explanation than was given.

In Exhibit 279, Mr. Mathews, President of the Mathews Steamship Company, puts the price of the *Mathewston* at $800,000, and the *Berryton* at $375,000.

The alleged fair market value given in Exhibit 289, on which the Company bases its earnings, is placed on these boats as follows:—

Mathewston	$ 900,000
Berryton	397,976

In Exhibit 279, Mr. Mathews, in a letter in support of an issue of bonds, dated August 20th, 1922, says, in speaking of the *Mathewston*—

> "This boat has just been completed by the Port Arthur Shipping Company at a cost of $800,000, and was launched on August 12th, 1922."

The Commission sees no explanation of the advance in price of this vessel.

In explanation of the increased price of the Berryton, Mr. Clark, Secretary of the Company *(at p. 2280)*, says.

> "We had to spend a lot of money on her; we had to have the boiler fitted with new safety valves and stay tubes. There is quite a lot of expense in changing a boat."

When asked as to the date of the improvements, he said—

> "When we changed her about, I think it was in April."

Mr. Mathews, in the above-mentioned letter dated August 20th, places the cost of those two boats at $1,175,000; and in the same letter he says—

> "The average annual net earnings derived from operation, after depreciation and taxes for the five years ending January 31st, 1922, amounted to almost five times the total interest charges on the bonds now outstanding including the present issue. Preliminary figures for the first half of the year 1922, indicate that the earnings for this year may be considerably in excess of the above proportion."

The bond issue was $700,000; the interest on that would be $49,000. Five times that would be $245,000; but in Exhibit 277 the Company claims that its operations for the year 1922 up to the first of September resulted in a loss of $29,709.61.

Possibly further explanations might have been given by the Presidents of these Companies had they not been out of Canada on their winter vacations.

The increase of the 1922 rates over those of 1921 is so great as to place the onus on the Companies of justifying that increase; and they have not satisfactorily performed that duty. It must be remembered that the Companies that combined to fixe rates for the transportation of grain constitute, as has been said before, a virtual monopoly.

XXXVIII

In this connection, we may here refer to the fact that the provisions of the Criminal laws of Canada and of the United States and the provisions of the English Common Law with reference to restraint of trade have been frequently referred to in the addresses of the distinguished Counsel who have appeared before the Commission.

The Commission does not think it is called upon to decide whether or not there has been a violation of any of these provisions; but some knowledge of them and of the decisions of Courts based on those laws should be useful in giving the Commission an idea of the views of Legislators and Judges on the importance of open competition in trade, on the danger of allowing interference with that competition and the necessity of restraining the actions of any persons or corporations constituting monopolies or virtual monopolies. The Commission also gets from the decisions in question some idea of what, in the opinion of the Judges, constitutes a virtual monopoly.

It would seem that the primary thought in the minds of those framing the Canadian and American Criminal Laws was to ensure the safety of open competition, and to discourage anything that would unduly prevent or even lessen such competition.

Were the Commission dealing with criminal charges, the intentions of the persons or corporations involved might be of paramount importance. It seems to the Commission, however, that it is not so much interested in these intentions as in the effects, or probable effects, of permitting those constituting a virtual monopoly to prevent or lessen competition or in any other way to make the monopoly effective.

The decision most frequently quoted to the Commission was that given in the Canadian Supreme Court in the case of *Weidman vs. Shragge, 46 S.C.R. 1.* In that case, the parties who had entered into an agreement, which was decided to be a violation of the Canadian Criminal Law, controlled 90 per cent or 95 per cent of the business involved; and this was decided to be a virtual monopoly.

The Steamship Companies represented at some of the meetings, at which it is claimed a combine was entered into, controlled practically the same percentages.

Open competition in this traffic is what the general public is interested in. The primary object, therefore, to be considered is the effect of permitting those holding a virtual monopoly of an exceedingly important line of business to do anything to prevent or lessen competition even among themselves. Neither the intentions of the parties nor the presence of a pool have anything to do with the result. It is the result of the actions, not the intentions of the party nor the manner of dealing with the profits, that concerns the persons affected.

If it be necessary that the principles of open competition must be so sacredly guarded, it becomes necessary that the actions of corporations constituting a virtual monopoly shall be critically scrutinized, and that all reasonable steps should be taken to ensure that open competition is interfered with to the least possible extent.

XXXIX

Prior to the formation of the Canada Transportation Company in 1913, there was open chartering and open competition among brokers, with a great many direct charters with vessel owners.

The Standard Shipping Company was formed at that time and got the exclusive right of chartering from the Canada Transportation Company and its successors, the Canada Steamship Lines, Limited; the contract providing for the exclusive right has been renewed from time to time, and its last renewal provides for its continuation until the year 1940.

In 1914, Belcher & Company, a brokerage firm, was organized by Mr Belcher and Mr. Roy Wolvin, the President of the Standard Shipping Company, for the prosecution of a vessel broker's business outside the merger. Up to that time, it would appear that most of the boats on the Upper Lakes were owned and operated separately. The combination and mergers were gradually formed.

From 1917 to 1919, the Winnipeg brokers operated in Winnipeg as a Chartering Committee under joint management, and the profits were divided on the basis of the business handled by such firm during the preceding years. The Standard Shipping Company received 74 per cent of the whole amount during those years, showing that it had practically done 74 per cent of the business previously.

Mr.Walter Hall was appointed as agent to see that each shipper got his proper share of space, and Mr. Stewart, of the Wheat Board, stated in his evidence that this Chartering Committee had given good service. Since that time, the business appears to have been largely in the hands of the Standard Shipping and Tomlinson Companies.

The present practice in Winnipeg is that the chartering of vessels or space therein, is done by agents generally known as vessel brokers. The work, so far as Canadian Work goes, being nominally in the hands of the Standard Shipping Company, managed by Mr. L. H. Wolvin, a brother of Mr. Roy Wolvin above mentioned; the Tomlinson Company, managed by Mr. Spendlove; and

the Western Shipping Company, managed by Mr. Rulo. It is questionable if the Western can be called an independent company; one of its organizers and directors, as well as owner of one-third of its stock being Mr. L. H. Wolvin, of the Standard Shipping Company, and its manager being Mr. Rulo, Mr. Wolvin's former deputy, who appears to hold nearly another one-third of the stock.

XL

It would seem necessary to have some person or persons to act in some such capacity in shipping centres such as Winnipeg; at least the practice of having agents or brokers to look after the letting of vessels or space to the grain dealers instead of direct contracts between the vessel operators and the shippers seems to be nearly universal at American and Canadian Grain-shipping points. The shippers appearing before this Commission appear generally to look on the broker as a necessary link in the trade. This feeling was well put by Mr. Stewart, at page 236 when he says—

> "I like to be able to drop into the broker's office here and get an intelligent review of the situation."

He repeats this on page 227, and adds, "I would feel at a loss if I were not able to do it." And he gives many instances of advantages obtainable through a vessel broker being on the ground.

Mr. Wolvin names services performed by the broker to the vessel owner and says that he secures cargoes for the vessel owner ~~and says that he secures cargoes for the vessel owner~~, keeps him advised as to the conditions at the different lake ports, attends to the collection of freights and remits them, meets with the carrier from time to time to line up a programme to be followed for a short period, and looks after the loading of boats and arranging the cargoes to fit the available space, so that they may have the greatest revenue-producing cargo possible.

The contract between the Canada Steamship Lines and the Standard Shipping Company details the following services to be rendered by the broker: The broker is to attend to the chartering of grain cargoes for vessels owned, leased, or operated by the carrier, or any of its subsidiary companies at rates determined by the carrier and communicated to the broker. The broker is to maintain the Winnipeg offices and sufficient and suitable employees to handle all the carrier's grain-chartering; to maintain at Fort William and Port Arthur offices and sufficient and suitable employees to arrange for loading vessels; and to act at all these points as agents of the carrier, and furnish free office room in those places for representatives looking after the carrier's business; the brokers to payy all necessary telegrams in soliciting business and telegrams sent by brokers to Fort William, Port Arthur, Toronto or Montreal to carrier or others relating to the grain business of carrier.

Mr. Wolvin claims the broker serves the shipper also, but is more vague in describing that service. He says that he benefits the shipper by arranging for the necessary space for his different parcels of grain of different kinds and quality; and by re-arranging his contract when his plans change, by enabling him to get space at a different time from what he originally ordered when it suits the shipper; and keeping him advised as to the conditions in the shipping world and as to probable future rates and supply of space.

The contract previously referred to provides that the broker shall have no charge, lien or claim against the carrier or any individual vessel for his services or disbursements, but in lieu thereof shall have the placing of all marine insur-

ance on all grain carried, and shall have the right to make the placing of such insurance for the shipper a term with the proposed shipper, in arranging any charter party for the carrier.

The carrier reserves the right to make direct charter party with any shipper, but in such cases it is provided that the marine insurance on the cargo must be placed through the broker who is entitled to the full commission, or that the shipper must pay to the broker the full commission allowed to the broker by the underwriter with whom the broker is doing business on the regular tariff basis then obtaining. No evidence has been produced of any similar written contract; but the general practice seems to have been the same in other cases so far as the mode of compensation is concerned, except that in some cases an additional fee is paid by the carrier direct to the broker. In the United States, this additional fee seems to be universally 20 cents per thousand bushels, wheat basis; while in Canada the fee generally paid is $25 or $40 per cargo. There is no evidence of any other written contract where the broker is given the exclusive right of chartering vessels; but in Canada and the United States it seems to be quite common practice for one broker to do all the chartering for some particular carrier or firm of carriers. Some direct chartering of cargoes on vessels proceeding from Fort William and Port Arthur has been done in the East by some carriers for special clients, but that, apparently, has not been done in any case in Winnipeg. That practice seems to be pretty well confined to transactions covering the transportation of grain between the Mathews Steamship Company and Eastern millers, and between the Great Lakes Transportation Company and James Richardson & Sons, Limited.

XLI

The Marine insurance on grain carried by vessels on the Great Lakes is written through the vessel broker in almost every case. A clause appears in the Chartering Contract which compels the grain shipper to insure his grain through the vessel broker, in other words, the grain shipper cannot procure tonnage from Fort William east unless he insures his grain through the vessel broker who is the agent of one or more insurance companies.

In a few cases, some grain shippers are allowed to write their insurance directly; in such cases, they pay to the vessel broker as a chartering fee the equivalent of what they would have to pay if they insured through the vessel-broker; that is 35 per cent of the insurance premium.

This practice, which originated in the United States more than twenty years ago, where it is still in force, and was imported to the Winnipeg market by the vessel-broker, is considered a fair method of remuneration by the vessel-broker for the services he renders when chartering vessels or space for the grain shipper.

An open policy is issued by an insurance company to a vessel-broker to cover all shipments of grain over the Great Lakes booked by him during the year. Blank certificates bearing the signature of the insurance company are issued to the vessel-broker, who fills them and signs them when booking a shipment. The certificate has no value unless it is countersigned by the vessel-broker; a duplicate is sent to the insurance company, and the collection of the insurance premium is made at the end of each month.

The following table shows, in column 2, the marine insurance rate paid by the grain shipper through the vessel-broker; and in column 3, the marine insurance rate obtainable at different periods in 1922 from Fort William to the Bay and Erie ports:—

TABLE 19

Period	Rate per $100.00	
	Through vessel-broker	Writtten direct
April 1st—Nov. 30th	$0 30	$0 15
Dec. 1st—Dec. 5th	1 00	50
Dec. 6th—Dec. 8th	1 25	62½
Dec. 9th—Dec. 10th	1 50	75
Dec. 11th—Dec. 12th	2 00	1 00
After Dec. 12th	2 50	1 25

The marine insurance rate to Montreal in 1922 runs 60 cents per $100.

Previous to the year 1922, the commission received by the vessel-broker varied between 25 per cent and 45 per cent of the insurance premium. In the early part of 1922, it was agreed between Mr. L. H. Wolvin, of the Standard Shipping Company, and Mr. Chubb, an insurance underwriter of New York, that the commission of the vessel-broker would be 35 per cent of the insurance premium. This agreement prevailed on the Winnipeg market during the year 1922.

Some grain shippers objected strenuously to the clause in the Chartering Contract which compels them to insure their grain through the vessel-broker, claiming that they could have insured their grain at half the price had they been allowed to write their own insurance directly. In the summer of 1922, the insurance rate through the vessel-broker was 30 cents per $100, when a rate of 15 cents per $100 could be procured.

The disparity in insurance rates is especially notable towards the close of navigation when the rate through the vessel-broker rises rapidly to as high as 2½ per cent, while half of that rate can be obtained.

The United Grain Growers furnished the following figures to establish what saving they would have made had they been allowed to write their own marine insurance directly in 1922. Their total shipment was 22,000,000 bushels of all grains, and the insurance premium amounted to $103,000, of which the vessel-broker received 35 per cent, figuring to $36,050.

Had the United Grain Growers been allowed to write their insurance at the rate they could procure, which was exactly half the rate they had to pay through the vessel-broker, the total insurance premium would have amounted to $51,500. In this special case, it is interesting to establish how the total charge for marine insurance and brokerage is affected by the three following methods of remuneration to the vessel-broker:—

(1) Allowing the vessel-broker 35 per cent of the insurance premium at his own tariff, equivalent to $36,050, then the total amount paid by the United Grain Growers, for marine insurance and brokerage, would have amounted to $87,550 instead of $103,000—a saving of $15,450.

(2) Allowing the vessel-broker 35 per cent of the low marine insurance premium ($51,000) as a commission for his services, which seems more reasonable, the total charges for marine insurance and brokerage would have amounted to $69,525, instead of $103,000—a saving of $33,475.

(3) Allowing the vessel-broker a chartering fee of ⅛ cent per bushel, the fee he received when the Wheat Board was functioning (see evidence of Mr. Stewart, *pp, 199 and 202)*, his commission on 22,000,000 bushels would have amounted to $27,500, and the total charges for marine insurance and brokerage would have amounted to $79,000 instead of $103,000—a saving of $24,000.

One witness testified that in the case of direct chartering and insurance between the Great Lakes Transportation Company and James Richardson & Sons, Limited, a percentage of commission was paid to the Winnipeg broker representing the Great Lakes Transportation Company; but there is no evidence to show whether or not any light payments were made in any other direct eastern chartering and insurance.

XLII

Previous to the Wheat Board, there was a mutual arrangement whereby the vessel, the loading and unloading elevators divided the loss on grain shortage. There came a time when the loading elevator refused to share the loss and the out-turn insurance was resorted to as a form of compromise in order to meet the difficulty.

The following is excerpted from the report of the Board of Grain Commissioners for Canada, on the Movement of the Grain Crop, 1918-19 *pp. 25-26.*

> "The system of insuring against shortages has grown up since the war began. It was applied first to American steamers by the Wheat Export Company and then to Canadian steamers.
>
> "After the Order in Council, P.C. 2153, dated September 5, 1918, was enacted, the Board of Grain Supervisors sought to draft regulations for the approval of the Governor in Council on this matter of shortage insurance. A reduction in the rate charged for insurance was offered, and shippers of grain felt that as the system of insuring against shortages would be applied in any case to American vessels, it was expedient to accept the substantial reduction in premiums and to reserve further consideration of the matter until a later date."

The evidence shows clearly that after deducting overages from shortages there is during the year a shortage of about ⅓ bushel per 1,000 bushels on grain cargoes moving from Fort William to Eastern Lake ports.

It is a vexed question between the different parties interested, and it seems different to place the responsibility on anyone in particular. The loading elevator claims that it delivers the exact quantity of grain as called for by the Bill of Lading; the vessel owner claims he has no control over the loading and unloading of his vessel, and that he delivers every pound of grain he has received; while the unloading elevator will only credit the cargo for the weights registered by the scales.

Apart from human errors, it appears that shortages are principally due to the following causes: the loss of dust during the transmission of grain between the elevators and the vessel, which affects the weight; a possible slight edge in the weighting in favour of the elevator; and a possible grain shrinkage.

The out-turn insurance is taken by the grain shipper through the vessel broker as a protection against shortages. The rate charged is 9 cents per $100 and the commission of the broker is 15 per cent of the insurance premium. A clause appears in the Chartering Contract compelling the grain shipper to write his out-turn insurance through the vessel-broker.

The same system is in force in the United States where the insurance premium is 13½ cents per $100.

Some grain shippers have objected strongly to the out-turn insurance, claiming that they are not responsible for shortages, and that the charge is unfair.

It has been suggested that the vessel owner should take care of the shortages through the freight rates.

XLIII

The contract between the Canada Steamship Lines, and the Standard Shipping Company is quite clear that the carrier fixes the rate. It was emphatically contended at the Montreal sittings, by Mr. Enderby, the operating manager of The Canada Steamship Lines, Limited, that he alone had the rate fixing power, in regard to the business carried by his company; and he produced in this connection copies of the instructions he had from time to time issued to Mr. L. H. Wolvin.

Under the contract, there is no provision for participation in rate-fixing by the Standard Shipping Company, there is no evidence before the Commission that the Standard Shipping Company in any way participated in the rates charged for space, by way of receiving any portion of such rates. On the record —and there was no suggestion before the Commission to the contrary—the recompense of the Standard Shipping Company is limited to what it receives for its brokerage services.

At the same time there is, in practice, a close inter-relation between the Standard Shipping Company acting in its advisory capacity, and the Canada Steamship Lines. The matter of the practice was developed in the evidence of Mr. L. H. Wolvin, at Winnipeg *pp. 978-980.* In substance, his testimony was:—

(1) He can, at his own discretion, make emergency or "distress" rates, this being left to his judgment since he is on the ground.

(2) He can, notwithstanding the rate quoted by Mr. Enderby, quote a lower rate rather than lay the tonnage up;

(3) He has power to exceed the rate quoted by Mr. Enderby without the necessity of any specific authorization for any such action.

It should at the same time, in fairness, be said that Mr. Wolvin, in his evidence, said that when he was approached by a shipper who desired to make a contract for a large amount at a future date, it would be necessary for him to go into the matter with his principals.

It would, however, appear that in practice, the Standard Shipping Company is a very essential part of the rate-fixing mechanism of the Canada Steamship Lines.

Mr. Wolvin, of the Standard Shipping Company, and Mr. Spendlove of the Tomlinson Company, were at the 4th of May meeting in Toronto when the carriers met and arranged for the charging of certain rates; but they were there on the invitation of the carriers.

There has been some suggestion of speculation in space and a lack of competition among brokers, and suggestions have also been made that were the custom of chartering vessels rather than space on the vessels adopted, the situation in that respect would be improved. The question of the comparative charterings of cargoes or space has elsewhere been dealt with, but it seems to the Commission that this is a matter which may well be left with the shippers, carriers and brokers, as the Commission is not convinced that it has any material effort either in causing or preventing speculation by brokers or competition among them. Were the custom of speculation among brokers common, it would constitute a temptation to the brokers to use such powers as their advisory position gives them to unduly advance rates in the hope of making a profit on the space at their disposal; but the evidence does not satisfy the Commission that such speculation has been practised to any material extent. It seems clear that competition on the Canadian side is not nearly so keen as on the American side. In fact, among Winnipeg brokers, it is almost non-existent; but the natural explanation of this is the absence of any real or active competition among the Upper Lake vessel companies, by whom the brokers are employed. So long as

there is a practical monopoly of that traffic in the hands of three or four companies who find it so easy to get together to arrange rates, there is not likely to be very serious competition among the brokers.

The persons really interested in the charges for cargo insurance are the shippers whose grain is being insured. They are personally interested in seeing that the insurance is placed with perfectly safe companies at the lowest possible premium. The only personal interest the broker has is in having the highest possible rate of premium. The higher the premium the shipped has to pay, the higher the broker's commission.

While the shipper will undoubtedly pass on to the producer or consumer the premium he has to pay, still he is interested in procuring his insurance at the lowest rates, for the lower his insurance rates the less he has to deduct from the price he pays, for the grain he must buy for shipment; and in competition with other shippers, he must see that he keeps the cost of insurance, as well as his other costs, at the lowest possible amount, consistent with safety.

Some effort was made to ascertain what remuneration to the broker for his services would be fair, in case he were deprived of his present source of remuneration; but none of the witnesses questioned appear to have given the subject sufficient study to give their opinions any material value. The shippers questioned did not appear to care very much what the remuneration amounted to so long as they were not discriminated against in favour of their competitors.

The rates allowed the brokers for their services as members of the Chartering Committee during the last years of the war were referred to but the usefulness of those rates is somewhat affected by the willingness at that time to allow excessive rates for work of all kinds. Prices and salaries were high. Efficiency was what was needed rather than economy.

In short, there was no evidence given before the Commission that will enable it to give any well-considered opinion on the subject of the proper amount of such remuneration.

XLIV.

A perusal of some Exhibits filed with the Commission gives the following information with reference to the relation of inter-locking interests connected with the Canada Steamship Lines Limited, the Standard Shipping Company, the Mathews Steamship Company, and the Western Shipping Company.

In Exhibit 244, it appears that on the 5th October, 1920, at a meeting of the Executive Committee of the Canada Steamship Lines, Limited, Mr. J. W. Norcross, President, in the chair, it was resolved to extend the contract between the Canada Steamship Lines, Limited, and the Standard Shipping Company for a further period of twelve years from the 5th November, 1928. The contract referred to is an agreement between the Canada Steamship Lines, Limited, and the Standard Shipping Company, whereby the latter company was given the exclusive right of chartering the vessels owned by the Canada Steamship Lines, Limited, engaged in the grain trade.

In the same Exhibit, it appears that on the same date, October 5th, 1920, this contract extension was approved by the Board of Directors of the Canada Steamship Lines, Limited, with the President of the Company, Mr. Norcross, in the chair.

Exhibit 83 shows an agreement between the Canada Steamship Lines, Limited, and the Standard Shipping Company dated 18th October, 1921, whereby the exclusive right of chartering vessels of the Canada Steamship Lines, Limited, engaged in the grain trade, which had been granted to the

Standard Shipping Company in a previous contract expiring in the year 1928, is extended for a further period of 12 years, to the year 1940. The agreement was signed by Mr. J. W. Norcross as President of the Canada Steamship Lines, Limited, and Mr. R. M. Wolvin as president of the Standard Shipping Company. Mr. R. M. Wolvin, was, at the time this agreement was executed a director of the Canada Steamship Lines, Limited.

In Exhibit 243, it appears that Mr. J. W. Norcross became a director of the Standard Shipping Company at the time of its organization in 1918, and remained a director thereof until the annual meeting of that company held on the 3rd of May, 1922.

In the same Exhibit, it appears that Mr. Norcross transferred all of his shares in December, 1919, and January, 1920, less five shares, to the Colborne Trading and Transportation Company, Limited, and that the remaining five shares were also transferred to the same company on the 7th October, 1922. The Exhibit also shows that the stock of the Colborne Trading and Transportation Company, Limited, is entirely held by Mr. Norcross and his family.

In the Minutes of a meeting of the shareholders of the Western Shipping Company, Limited, held on the 13th July, 1922 (Exhibit 20), it appears that Mr. A. E. Mathews, and Mr. Lee Wolvin were made directors of the Western Shipping Company, Limited. Mr. Mathews was elected president of the Western Shipping Company, Limited, at a meeting of the Directors held on the 13th July, 1922.

Mr. Lee Wolvin is a Director, and the General Manager of the Standard Shipping Company. Mr. A. E. Mathews is the President of the Mathews Steamship Company.

XLV.

In the evidence of Mr. Wright, an analysis was made of the costs intervening between the producer and the purchasers of the grain at Liverpool. From this it was developed in argument that, as various routes were necessary in order to get the total amount of grain to destination, it followed that the most expensive route was as essential as the cheapest route; that is to say, it was urged that it was the most expensive route which fixed what the total charge must be. From this it was argued that if there was any reduction in any part of the charges so fixed, it would not enure to the advantage of the producer.

In dealing with through rates by rail, regulative tribunals have held that the divisions of the through rate between carriers did not matter, so long as the total rate was not unreasonable. At the same time, the regulative tribunals have usually had power to call for information in the case of need, so that by having before them information as to the division of the through rate they could measure the reasonableness of the total rate.

The argument advanced, which has been above referred to, is more ingenious than conclusive. The Commission has to deal with rates as it finds them, within the scope of its jurisdiction; and if it finds a rate falling within its jurisdiction unreasonable or discriminatory, it has to deal with the situation as it finds it. The fact that there may be other charges beyond the scope of the Commission's jurisdiction, concerning which it has had no opportunity to investigate, because it has no control, does not justify it in neglecting the facts affecting the rate which is under its control. The further fact that there may be some economic friction to overcome before revision in rate finds its way to the producer is not an answer to the contention that the finding shall be made according to the facts as found. The ingenious argument advanced would mean that in every case of international competition involving two or more routes to get to a common destination, it would be beyond the power of any organization in the country of origin to deal with the portion of the rate existing within that country.

XLVI

Some incidental references were made to the possibility of a part of the delay in handling grain forward to the sea-board having arisen from the accumulation of unsold grain in the elevators: that is to say, grain which had been started on its way to the sea-board without sale having been arranged, it being expected that sale would be arranged subsequent to date of its movement from the Head of the Lakes.

The Commission has given consideration to the question whether it would be feasible to work out an arrangement whereby through some preference to sold grain there would be less danger of congestion arising from a speculative movement of unsold grain. It has been suggested that if such an arrangement were feasible it would be highly desirable.

The Commission has had before it consideration of the permit system with the railways, which the Board of Grain Commissioners put into effect last fall in the movement of grain between Calgary and Vancouver. This, it is understood, is an arrangement which could be worked out as both elevators were Government-owned, and grain could, therefore, be moved by the railways from Calgary as quickly as the same was shipped out from the Vancouver house.

Consideration has also been given to the question of whether the Lake Shippers' Clearance Association could not be given an extended jurisdiction to cover not only the Head of the Lakes but the Bay ports as well.

It appears, however, that the situation would arise that the shipper of grain having a given quantity in an elevator at the Head of the Lakes might not have the grain sold out, while he would at the same time have chartered freight space for the same. Under these circumstances, he would load his space and move the grain down to the Bay ports, expecting during the transit of the grain to sell the same. If a preference to the sold grain were given, this would back up the unsold grain, and so would interfere with the expeditious movement at the Head of the Lakes.

In the opinion of the Commission, there is no conclusive evidence that unsold grain had any material bearing on the creation of the congestion which was so often referred to in the evidence.

On consideration, it would, therefore, appear that under established conditions in the grain trade, having further in mind the fact that Canada is only one factor in the world's grain trade, and giving weight, also, to the fact that Canada finds its outlet on the Eastern movement to the sea-board, not only by the St. Lawrence, but also by way of Buffalo, it appears that the suggestion of control in this regard is not a feasible one.

XLVII

In 1914, legislation was drafted in the United States which is known as "The Alexander Bill." A portion of this was concerned with the question of rate regulation on the Great Lakes, and under this provision was made for an extension of the powers of the Interstate Commerce Commission so that there might be exercised a thorough-going control of Lake rates, the regulation extending to the specific rates charged.

The Bill in question did not become law.

Subsequently, under date of September 7, 1916, there was enacted The Shipping Act of that year. This legislation provides for a measure of control in regard to Lake rates.

Since this is as far as the United States has seen fit to go after extended consideration of the matter, the provisions of the legislation in question demand some consideration.

So far as the question of Lake traffic is concerned, the term "Common carrier by water in interstate commerce" is defined as meaning a common carrier engaged in the transportation by water of passengers or property on the Great Lakes on regular routes from port to port between one state, territory, district or possession in the United States, and any other state, territory, district or possession in the United States, or between places in the same territory, district or possession. The words "on regular routes" are material to the definition.

The supervisory powers in regard to interstate commerce by water were placed in the hands of the United States Shipping Board. The legislation provides that common carriers by water were not to give rebates or discriminate unjustly or unfairly. Provision was made that every common carrier by water in interstate commerce should establish, observe and enforce just and reasonable rates, fares, charges, classifications and tariffs. It was the intention that this should apply to the maximum charges of the carrier, for it is provided:—

> "Every such carrier shall file with the Board (that is the Shipping Board) and keep open for public inspection, in the form and manner, and within the time prescribed by the Board, the maximum fares, rates and charges for, or in connection with the transportation between points on its own route, and if a through rate has been established, the maximum rates, fares and charges for or in connection with transportation between points on its own route and points on the route of any other carrier by water."

Further power is given to The Shipping Board when it finds that a rate, fare, charge, classification or tariff, etc., is unjust or unreasonable, to prescribe a just and reasonable maximum rate, fare, charge, etc., to be imposed.

This legislation is to be read with the United States Merchant Marine Act of 1920, which did not, however, make any essential change in regard to the matter of control over lake rates.

Section 27 of the United States Merchant Marine Act provides, in the first instance, that coastwise trade, either direct or via foreign ports, is limited to American vessels; but there is this proviso set out in Section 27:

> "Provided that this Section shall not apply to merchandise transported between two points within the continental United States, excluding Alaska, over through routes heretofore or hereafter recognized by the Interstate Commerce Commission, for which routes rate tariffs have, or shall hereafter be filed with said commission, when such routes are, in part, over Canadian Rail lines and their own or other connecting water facilities."

The significance of the phrase "recognized by the Interstate Commerce Commission" is at present under investigation by the Interstate Commerce Commission in connection with movements to Duluth and other points at the Head of the Lakes, on the American side of the boundary.

It is to be noted that the supervisory powers provided for are intended to be exercised not through the control of the specific rate charged, but by the finding of a maximum; and it is further to be noted that the regulative powers are specifically limited to vessels on regular routes.

No provision is made in the legislation for regulation through the fixing of maxima on the charges on bulk freighters. The boats engaged in the carriage of

package freight between lake ports in interstate commerce are subject to the legislation. Those boats from time to time carry cargoes of grain, and the question of regulating rates for this carriage has been considered; but in view of the fact that the bulk freighters not operating on regular routes are not subject to the supervisory control as to rates, maximum rates in regard to grain carriage on the boats engaged in package freight on regular routes have not been enforced. This leaves the legislation in practice effective only in regard to the package freight end of the business, which is a relatively small and decreasing element in the lake business.

XLVIII

As has already been indicated, there are fundamental differences between lake rates and rail rates; and in dealing with possible means of regulation of lake rates, it is essential to keep these differences in mind. The contractual basis of lake grain rates and the constant fluctuations and readjustments which have already been pointed out as existing under competitive conditions, render doubtful the possibility of regulating by controlling the specific rates.

It is admitted that the lake grain rate situation in the United States is much more competitive than it is in Canada The examples already given show how the grain rates out of Chicago, for example, fluctuate, while the flour rates remain stable. Many examples have already been given of the relatively short period a particular specific rate may be enforced.

Due to the fact, as already pointed out, that the grain dealer normally has to make arrangements for his space in advance of purchasing his grain, it would appear that a contractual basis of specific rates is fundamental in the grain trade. Conditions in business must be taken as they are, and have a bearing upon the feasibility of a particular method of regulation.

It would appear that, under the circumstances, the only direct rate control advisable is through maximum rates. This also is not without its difficulties; but control through maximum rates would leave a reasonable margin for that competitive bargaining as to rates which the grain dealers desire, while at the same time controlling the upper level of rates.

Without attempting to enumerate here factors that would have to be taken into consideration in this connection, it may be said that it would not appear that one maximum rate applicable to the whole season of navigation would be a workable arrangement. It would appear that cognizance must be taken of the differences in conditions as between the first part of the season down to the end of August, and the second portion down to the close of navigation; and it might be necessary, because of special conditions arising within each of these seasonal periods, to further readjust the maximum rate from time to time.

The difference between lake grain rates and rail rates, in respect of discrimination, has been pointed out. The grain dealers who appear before the Commission took the position that given such ensuring of competitive conditions as might be feasible, they were content to depend upon competition for equalization of conditions. Because of the necessary contractual basis of grain rates, it appears that in the grain trade differences in treatment, which under the Railway Act are treated as unjust discrimination, are unavoidable. This being so, it would appear that if there was adequate publicity as to the space or vessel commitments of grain dealers, the members of the trade would be adequately able to adjust their contracts. Without giving out particular details of private business, and without giving out the name of the individual chartering space, it would seem that an arrangement might be made whereby there would

be available to the grain dealers daily a statement showing space, destination, and date of shipment for carriage of the grain. With this before him, the individual dealer, knowing his own requirements, and being able to estimate the commitments already made, would be in a position to exercise his own judgment.

Evidence was presented concerning the present condition of the shipbuilding industry. This was adduced because it had apparently been apprehended from the outset that some modification of the Coasting law might be brought forward as one of the methods of regulation, if regulation were recommended.

In the evidence adduced, and in the argument made by Counsel, it was contended that the shipbuilding industry was in a very unsatisfactory condition. Various firms were referred to which had come into existence during the war, and which now no longer exist. The fortunes of these firms, have, of course, no bearing upon the argument regarding the Coasting laws. They came into existence under war conditions, and have passed away in the aftermath of war conditions. In other cases it appeared that the bulk of the activity in the Canadian shipyards was concerned with repair work. It appears that at present there is activity in the British shipyards in building vessels for the canal and St. Lawrence route; and it is also understood that some of these vessels are being built by Buffalo interests, which will place the vessels under Canadian registry to run on the same route.

In support of the suspension of the Coasting regulations is the fact that, allowing for differing factors in cost, the earnings on the all-Canadian traffic are still much in excess of those on the International traffic. But in view of the fact that similar coasting regulations, on the American side, prevent Canadian vessels from engaging in trade between Canadian ports, the advisability of complete abrogation may be questioned.

The prevention of participation by foreign vessels in the coasting trade is a matter of public policy. It is from the standpoint of public policy that any suggestion as to modification of this policy has to be approached.

The analysis of traffic already given emphasizes the importance in the Canadian lake traffic of the grain business. Various witnesses have said that it was " basic " in the lake traffic. This basic industry is vitally interested in competition being operative as a regulative factor in the rates from the Great Lakes. Public policy in Canada in regard to inland water transportation has relied upon water competition.

The regulation of rates through suspension of the Coasting laws would not of necessity mean that whenever such suspension took place there would be a large influx of American tonnage into the Canadian grain trade. As already pointed out, the American grain rates are to a considerable extent controlled by ore rates, and whether or not the American grain carrier would desire to participate in Canadian business would depend upon the question whether there was much profit in the Canadian grain traffic as compared with the American ore traffic.

Further, the ore trade occupies the activities of such American bulk grain carriers as carry ore down to the 15th or 20th of November. It is questionable just what portion of the tonnage free after that date would engage in the business of carrying Canadian grain. Some evidence placed before the Commission pointed to the fact that some portion of this tonnage would be laid up instead of being put into the grain trade.

It would seem that what is important is not so much the amount of tonnage that might be added to the trade in such case, as the possibility of having tonnage brought in which would keep the Canadian carrier from so increasing his rates as to make the traffic more than usually attractive to the American grain carrier.

In so far as the American bulk grain carrier might participate in the trade in the latter part of the season it might have a bearing upon increasing the volume of grain held in winter storage at the various Canadian ports; and this would be of public interest since it would afford a steady volume of grain to be handled forward by Canadian transportation agencies during the season.

It has already been pointed out that congestion is a factor in rates. While the Commission does not consider congestion as having played such an important part in 1922 to Bay ports as the vessel companies contend, it has at the same time to be recognized that some weight must be given to this. In so far as there is congestion it lessens the number of trips the vessel can make, and if it is to make any average return the burden of expense becomes greater on each of the smaller number of trips. In so far, then, as congestion may be attributable to inadequate facilities, which may at a given time slow up the movement of the vessels, it is apparent that the addition at such a time of American vessels would not afford relief but simply intensify the situation by adding to the congestion.

The existing system under which the broker is compensated for his services by receiving a percentage of the insurance premium is illogical, unsound and vicious. The basis of compensation for services rendered by him should be a direct charge. In opposition to any change, it has been pointed out that any possible saving would amount to only a fraction of a cent per bushel. A similar argument has been advanced in opposition to other suggested improvements or changes; but if a sufficient number of fractions of a cent per bushel are added together, a substantial sum will result. It is not safe to ignore small economies, as the future prosperity of Canada depends very largely on whether or not we produce and transport our goods in the most efficient and economical way possible.

An effort was made during the war completely to divorce the chartering of vessels from the placing of marine insurance; and an arrangement was entered into to do this, in which the Winnipeg brokers joined. But, as appears from the files of the Department of Trade and Commerce, the arrangement was defeated by Mr. Julius Barnes, who had charge during the war of the forwarding of grain by American vessels, refusing, on behalf of the American vessel owners, to send American vessels to Canadian ports if the prevailing custom as to remuneration of brokers were interferred with. The only reason given was that it would not be fair to the chartering agencies. It appears from a letter of Dr. Magill, of the Board of Grain Supervisors for Canada to the Minister, dated October 25, 1918, that Mr. Barnes was also acting for the Winnipeg Chartering Committee.

Mr. Watts, Secretary of the Dominion Millers' Association, in a letter to the Minister dated April 8, 1920, in advocating the suggested divorce, says:

> "A simple way, that has just occurred to the writer, might be to license all vessel agents chartering space on lake vessels, and make it one of the conditions of this license that they shall not require any one to whom they charter space to place insurance with them."

This letter was forwarded to the Board of Grain Commissioners and they, through their Secretary, wrote the Deputy Minister on June 2, 1920. Referring to the practice whereby shippers were compelled to write their insurance with the brokers chartering space, the letter said:—

> "This practice, in the mind of the Board, is not in accord with good business principles, and the Board is strongly of the opinion that the shipper should have the right to secure insurance through any channel he sees fit."

In referring to the proposal of Mr. Watts, they stated that:—

> "It would appear that, unless the vessel agents are absolutely prohibited from writing insurance, the object desired will not be accomplished, as the agents could readily notify shippers who did not wish to place insurance with them, that they had no vessel space available."

But they add that they are not at the moment prepared to recommend that course. They, however, give no reason for not making some recommendation.

XLIX

Summary

1. It is admitted that, at one time during the 1922 shipping season, vessel operators controlling a sufficient proportion of the bulk freighters on the Upper Lakes to constitute a virtual monopoly, combined to fix rates to be charged on the shipment of grain on these lakes, and in the opinion of your Commission a tacit understanding between these operators as to those rates existed during the whole season, and measures should be taken to prevent its continuation.

2. Rates on grain between Canadian ports were discriminatory as compared with rates charged by Canadian operators on grain and other bulk freight between Canadian and United States ports, and as compared with those charged by American operators on grain and other bulk freight between United States ports.

3. In justification of discrimination, it is alleged:

(*a*) That there was congestion at Canadian Ports;

(*b*) that the Canadian vessels got less return cargo than the American;

(*c*) That the work of Canadian vessels was less steady than that of the American by reason of the seasonal character of the grain traffic;

(*d*) That rates to Buffalo, were, during the early part of the 1922 season, "distressed" rates by reason of American freighters being unable to procure their usual tonnage of iron ore;

4. Congestion was as bad at Buffalo as at Port Colborne, and was worse than at Bay ports; therefore, discrimination cannot be justified by congestion.

5. Congestion did exist both in 1921 and 1922, and was one cause of high freight rates. The fact that grain can be so much more rapidly discharged from Fort William and Port Arthur than it can be transferred at Montreal, Quebec, and Port Colborne makes for congestion.

With the completion of the Welland canal and the addition of such facilities along the all-water route as may be found necessary, in order to take advantage of the more economical operation offered thereby, it may be anticipated that there will be an increase in the grain traffic moving by the St. Lawrence route, called by Mr. Stocking of Duluth, "the natural attractive route"; and in order properly to utilize such facilities for the transferring of grain at Montreal, Quebec, and Port Colborne, every effort should be made, through effective co-operation to ensure the fullest possible co-ordinated use not only of all the facilities at the ports in question but also of all factors used or bearing on the transportation and transfer of grain.

6. The United States vessels have some advantage over Canadian vessels in the matter of return cargo. Coal is the only extensive return cargo for vessels

carrying bulk freight from Lakes Superior and Michigan, and as the available return cargo is much less than the cargo carried down, coal being only about 20 per cent or 30 per cent of American bulk freight on the Great Lakes the most of the vessel tonnage carrying bulk freight down from the Upper Lakes, whether American or Canadian must go back light; and so long as a returning vessel can get a cargo of coal, she can afford to carry at any rate that will pay her better than returning light. Whatever she gets beyond sufficient to pay for the extra time and cost caused by taking the return cargo over the time and cost of going back light, is clear gain. It is alleged that trade connections existing between United States vessels and coal companies give the former an advantage over the Canadian vessels in obtaining this return cargo. It would seem, however, that, in general, the advantage possessed by the American vessel in respect of coal is not so great as represented.

7. Canadian bulk freight being mostly grain is more seasonal than American, and Canadian vessels may not have quite so steady employment as American, but the claim that American rates were "distress" rates shows that American vessels were at times also short of employment; and although the companies controlling nearly all the Canadian Upper tonnage were ably represented before the Commission, they were only able to show that one Canadian vessel had been laid up for want of work during the season, and that vessel only for thirty days. On the other hand, it has been admitted that labour costs were lower on the Canadian side than on the American.

8. After making due allowance for additional cost of operating and handling to which the grain was subject, but which did not apply to ore and coal, there is still an excess of earnings from the transportation of grain between Canadian ports over earnings from the carriage of other bulk freight, which shows high and unjustifiable rates.

9. The increase of the 1922 rates over those of 1921 by the Canadian vessel operators was so great as to be high and unjustifiable.

10. Railway rates and rates for the transportation of all important bulk freight on the Great Lakes, except grain, are being controlled in some way; the former through Commissions acting on behalf of the public, the latter by agreement between the producers and carriers. The difference in cost of operation of lake vessels at different periods of the shipping season, and the movable nature of the capital invested in lake transportation, owing to the boats not being tied down to one fixed route, among other things, make it impractical to attempt to control lake traffic in exactly the same way in which rail traffic is controlled; and joint fixing of rates by agreement between producer and carrier, as in the case of iron ore, does not seem feasible.

11. The season of 1922 was characterized by high levels of rates which cannot but have been detrimental to all those engaged in the production and disposal of grain, and it is, therefore, essential that through control of the upper levels of rates the competitive principle which has been relied upon by Parliament in the case of water transportation should be permitted to be operative.

12. The difficulties in the way of controlling rates on lake-borne grain are such that your Commission is of the opinion that the only feasible method of rate control through a regulative tribunal is through maximum rates.

13. Power to suspend the Coasting Laws in respect of the grain trade should be conferred upon the Governor in Council. It is suggested in this connection that the Dominion Bureau of Statistics should keep statistical records of the port cargoes in the Coasting trade, such records to be based on returns from the vessel or vessel companies operating.

14. The broker should not obtain the payment for his services from participation in the premium of insurance written by him. The basis of compensation for services rendered should be a direct charge.

15. There is justification for publicity in connection with chartering of space and date of same.

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Your Commission recommends:

1. That supervision of rates charged for the transportation of grain between Canadian ports be placed in the hands of the Railway Commission, or some other independent with the assistance of advisors and experts who are thoroughly conversant with this somewhat difficult problem. That all persons or corporations operating vessels carrying grain between Canadian ports shall be obliged to file with such Commission, maximum rates. That the Commission shall have power to approve or disapprove of such maximum rates, and when not so approving shall prescribe reasonable maximum rates. That provision shall be made for alteration of such rates to suit different portions and conditions of the shipping season.

And that rates in excess of the maxima shall be illegal.

2. That power be placed in the hands of the Governor in Council to suspend coasting regulations, in so far as the same may be necessary to enable American vessels to carry grain for winter storage between Canadian ports; and that the Governor in Council shall be empowered to suspend such regulations on grain in other cases on the recommendation or report of the Commission having power of supervision over rates to be charged on the Great Lakes.

3. That all vessel brokers and persons in any way engaged as agents or otherwise in chartering vessels, or space on vessels, from Fort William and Port Arthur east, be prohibited from writing cargo for out-turn insurance on grain, from acting in any way as agents for the placing of such insurance, and from accepting any commission on such insurance or on any premium connected therewith.

4. That all vessel brokers and persons in any way engaged as agents or otherwise in chartering vessels, or space on vessels, for the carriage of grain from Fort William and Port Arthur east, shall, at the Grain Exchange at the place where such chartering for vessel or space is made, afford to the grain dealers a detailed statement showing the space, date of shipment, and destination for carriage of each grain charter entered into each day.

Respectfully submitted,

(Sgd.) S. J. McLean.

(Sgd.) Levi Thomson.

(Sgd.) T. L. Tremblay.

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